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BRITAIN'S MOTOR SPORTING WEEKLY

Lola Daytona—Two Tasman reports—1968 lap records





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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper February 7 1969 Volume 38 Number 0

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editorial

THE £35 CAR TAX AFFAIR

DURING the last few weeks we have repeatedly heard rumours that the road fund tax was to be raised to the fantastic figure of £35. Now Sir Gerald Nabarro claims that he has "irrefutable evidence" of this, and that the £35 licence forms have actually been printed. As we go to press the affair is still under discussion, and the Chancellor of the Exchequer has officially denied that such evidence could be in existence this early before the budget; but it seems likely that increases are in the offing. Let us hope that Sir Gerald's bombshell will shock the motorist, and the organisations which are supposed to represent him, into violent and effective protest.

What would we get for this iniquitous tax increase? Would we have better and safer roads and is England to become a country fit for modern high-speed travel? On the contrary, the Government have first deferred and then cut the road building programme. We would be forced to pay an extra £110,000,000 levy, and all we would get for it would be an escalating (their favourite word) number of civil servants in Whitehall. To the ordinary man behind the steering wheel and the cheque-book, it would appear that Dr Savundra went inside for less.

We live in a tough world, and the weakest go to the wall. Time was when the motoring community got a fair deal because we had leadership and our voice was heard. Of recent years our numbers have grown tremendously but our influence has dwindled. We have covered under increasing restrictions, accepting them with hardly a murmur, and our craven submission to the 70 mph limit has evidently convinced the Government that we are no longer worthy of consideration. Pleasure motoring was once a rich man's folly, and it seems likely to return to that unenviable position, for how will the average young man be able to taste the joys of the open road which should be his heritage?

Perhaps it is already too late, but this may well be the last chance for the private motorist to defend the tiny remnant of his freedom. If we cannot fight against such burdens, we can be sure that motoring, except in the form of workaday transport, is on the way out. The only happy motorist these days is the Minister in his free chauffeur-driven limousine. If you can't beat 'em, join 'em.

our cover picture

Formula 5000 is expected to inject a lot of hairy excitement into British racing this season, and several cars are already getting sorted for the first F5000 race at Oulton Park on Good Friday. Peter Gethin was busy testing at Goodwood last week with the semi-works McLaren-Chevrolet which he will race under the Church Farm Racing Team banner.

Photo: Peter Burn

pit & paddock

Parnell BRM for Rodriguez Group 6 Tecno Epstein's F5000 Lolas

Pedro for Parnell

Pedro Rodriguez, who did a really good job last year with the works V12 BRM, will, after all, be driving an F1 BRM this season. However, it will be a Tim Parnell entry. It is not certain as yet exactly what machinery will be available to the Hounslow *équipe*, but it is likely that they will get one of the new 48-valve V12 engines. There is also a slim chance that Parnell may from time to time use a second driver—or indeed a second car—and if this materialises, then it seems quite probable that Peter Gethin would be a likely choice.

Tecno works F2 team

Tecno, who recently lost the services of their works driver Clay Regazzoni to Ferrari, have announced their full plans as regards works participation for 1969. They have, for this year at least, shelved their projected attempts at F1, and it is now certain that Ron Harris will also not be in F1. Instead the Pederzani brothers have decided to make a full-scale attack in F2, using young and talented drivers. Their three car works team will comprise two of the outstandingly successful F3 Tecno drivers of 1968—François Cevert and Swede Ronnie Peterson. The third driver will be the Italian G6 Alfa-Romeo man Nanni Galli, who is the only one of the trio to have any F2 race experience (he raced a Brabham-Alfa BT23 in 1967).

Cevert, who in fact tried an F2 McLaren in private practice last year, had a tempting

offer from Matra to co-drive a G6 Matra 630 V12 with his brother-in-law Jean-Pierre Beltoise, but he had to turn it down because Tecno themselves are building a G6 car, which should be ready in June or July. No final decision has yet been made as to what power unit will be used, but the Ford DFV unit is favourite at the moment. Cevert may also do a couple of the prestigious F3 races, such as Monaco, as Regazzoni did when he was driving F2 for Tecno.

Schenken in F5000 ?

Jackie Epstein, a long-standing Lola supporter, is to run a two-car team in all the principal F5000 events this season. The cars will be brand new Lola-Chevrolet T142s; one will be driven by Epstein's associate and sometime co-driver Paul Hawkins, and the other by Mike Hailwood, when he is free. However, Hailwood, with his JW commitments, will not always be available. Tim Schenken has been mentioned as a possible second driver for the car, but various details must be settled before he definitely signs along the dotted line.

Surtees and de Adamich test F5000

Andrea de Adamich, driving a two-year-old F2 Lola T100, laden with a tape recorder and other equipment, which was being used in conjunction with the testing of some experimental Firestone tyres, put in 73 laps of the Brands Hatch club circuit recently, lap-



Tim Schenken looks pleased with his £500 Grovewood Award cheque after the presentations by Lord Chesham last week.

ping consistently in the 49 secs bracket and putting in a fastest lap of 48.9 s. Earlier de Adamich had been putting in some laps with the prototype F5000 TS5. John Surtees himself has tried the car at Silverstone, although so far tests have been very much in the experimental stage. It now seems certain that as David Hobbs will not be available all the time for F5000, because of his G4 and other commitments, a very well-known foreign Formula 3 driver may take his place in certain F3 events and also do several F2 races with a TS F2 Lola T100.

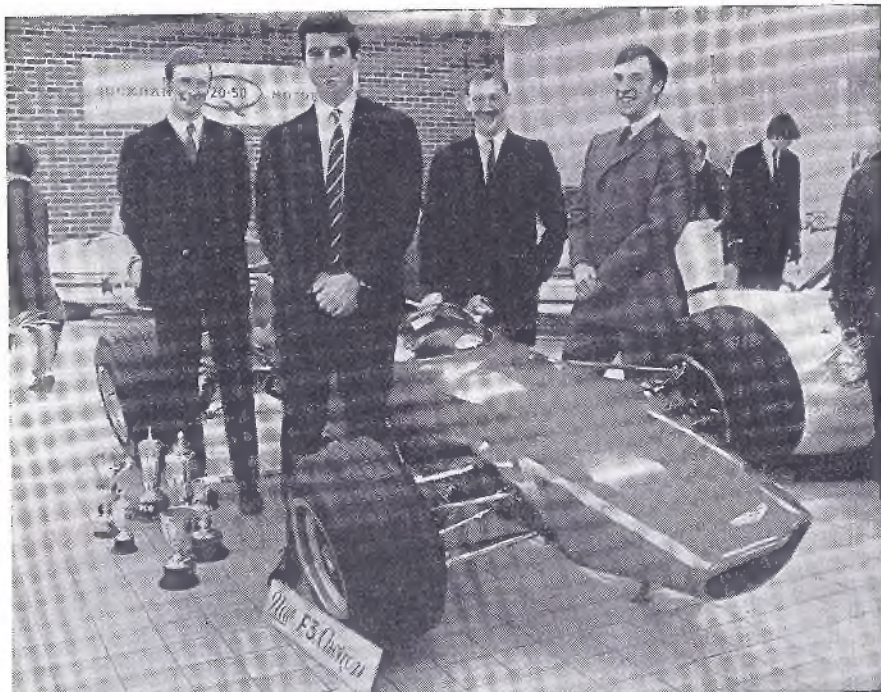
Watch out for LPB

Luiz Pereira Bueno, twice Brazilian touring car champion and four times winner of the Brazilian National Trophy, is currently in Britain looking for a sponsored drive in anything from F1 downwards; he is likely to lead an official Brazil Government-sponsored team in Europe in the near future. Bueno has done a preliminary Motor Racing Stables course at Brands Hatch, and after three laps with instructor Tony Lanfranchi in one of the school's TVRs, Tony commented simply: "The best driver I've ever seen." He was given a 97 per cent marking and then got into a completely strange Formula Ford car and, after four laps, did a 58-sec lap.

The Brazilian apparently has a very safe, smooth style, although three fellow-countrymen—including Ricardo Aecher, who won the FF race before the TT at Oulton Park last year—took the same course and proved fast but hairy.

Gracious racing

Serge Azimovoff, who manufactures GRAC single-seaters, has announced some ambitious plans for F3 and Formula France this season. GRAC, whose successes achieved by Jean Max in FFrance have elevated them higher up in the realms of constructors, are to run a two car F3 team for Philippe Vidal, the very talented former Team Crio Matra driver, and Jean Max. The cars will be space-framed and the team have ordered four new Richard Belkechaut/RPM engines. GRAC will also field two cars in FFrance for François Guerra-Berthelot and Denis Dayan, and French hill-climb specialist Pierre Maublanc has ordered



Brian Redman opened the New Chester Road, Huntington, premises of Red Rose Motors of Chester last week before flying to Daytona. With him and an F3 Chevron are (left to right) Chris Williams, John Bridges of Red Rose, and Alan Rollinson.

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a GRAC chassis to which he will fit a 2-litre BMW engine for hillclimbing. The team are also on the look-out for a good F3 mechanic and interested parties should contact Vidal at 90 Elysee 2 78 La Celle St Cloud, France, or ring 969-66-38.

BARC deny Thruxton troubles

Rumours of an impending injunction, which would suspend racing at Thruxton, are quite untrue, the BARC claimed earlier this week. Apparently the rumours began when a local paper published a story that the local council were planning to take out an enforcement order against Thruxton. However, as far as the BARC and British Racing Circuits, the Thruxton owners, know, no breach of any law or regulation has been made, and therefore neither the BARC nor BRC have heard, or expect to hear, any more of the matter.

Frank's F1 effort

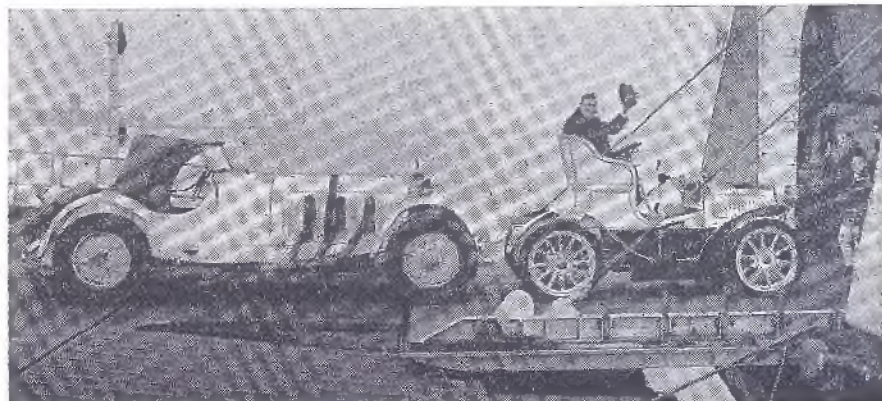
Frank Williams, following the recent Tasman Series success of his Brabham BT24 with Piers Courage at the wheel, has bought one of the ex-works 1968 Brabham BT26 F1 cars which he will enter in all the leading F1 events. Surprisingly the car was acquired from David Bridges, whose original plans for it did not materialise. The car will, of course, be Ford powered and Courage will continue to drive for the team.

New Italian F2 car

An interesting new F2 car has been designed by Pietro Monguzzi of Milan, and it may well be seen in F2 events during 1969 under the banner of the Milan International Racing Team. The car, which uses a 1600 Weber-carbureted, Alfa Romeo engine prepared by Vittorio Raineri, is a relatively conventional space-frame of exceptional slimness. A ZF gearbox will be used and the engine is tilted at 14 degrees in the chassis. The car has no name as yet, and no driver has been nominated to drive it, but it is expected to be seen on the circuits before long.

New Matra for Monza

It is unlikely that Matra's new radically different chassised and bodied F1 car will appear before the Italian GP at Monza in August, when it will be fitted with the Matra V12 engine. Henri Pescarolo and Johnny Servoz-Gavin will do most of Matra's F2



Returning to Germany and a permanent home in the Daimler-Benz Museum in Stuttgart are a 1902 two-cylinder Benz Spyder, which spent much of the first half of its life abandoned under an Irish coal heap but in its restored condition has been a frequent London-Brighton Run entrant, and a supercharged Mercedes-Benz SSK, believed to be the 1929 Mille Miglia car and formerly owned by Sir Arthur Conan-Doyle's son.

driving, with Stewart and Beltoise concentrating on Tyrrell's Ford-engined F1 cars, and Beltoise on the development of the prototype 630 as well.

Win-a-Lotus Competition

Due to the recent postal labour dispute, which has seriously disrupted postal services throughout the country, we have extended the closing date of the "Win a Lotus" competition to Tuesday, February 11, to give the postal authorities time to clear the back-log of mail. So there is just time to rush off your last-minute entry.

Response to the competition has been overwhelming with entries received from places including Australia, Scandinavia and even Gibraltar, and there is one entrant so determined to succeed that he completed no less than 60 lines at 2s 6d!

Ferrari in Mountain Championship

It seems that Ferrari are now intent on regaining some of the glory which the late Lodovico Scarfiotti earned them on the European hillclimb scene in 1965. To help them

achieve this end, they have acquired the services of the Swiss Abarth driver Peter Schetty. Schetty will probably drive the 2-litre flat-12 G7 car, which Ferrari have had under development for some time and which Chris Amon has recently been testing.

Pygmée projects

Pygmée's plans, after encouraging outings towards the end of last year, are to run a three car works team, two cars in F2 and one in F3. The F2 cars, monocoques based on Patrick Dal Bo's '68 MDB12 F3 car, will be driven by Dal Bo and Eric Offenstadt. The F3 car will be driven by Jean-Pierre Jabouille, who has had many fine drives in the past couple of seasons with a Team Crio and a private Matra MSS.

New BARC awards

The BARC will be presenting two new trophies at meetings during 1969. One of them is the Naval and Military Cup, presented to the club by Mrs Hynes, whose late husband won it at Brooklands in 1909. The cup will go to the most successful club driver at a BARC meeting who is a serving member in the armed forces.

The second award is the Chris Moore Memorial Trophy, which has been donated to the club by the mother and brother of the late Chris Moore, the promising F3 driver who died early in 1968 after a long illness. The trophy will be presented to the winner of the F3 race at Thruxton on March 16.

Saloon Brands: two day meeting

The Brands Hatch Six Hours race on June 22, Britain's round of the European Touring Car Championship, will only comprise two classes of the championship, for divisions 2 and 3. This means that the smaller saloons will have their own two-hour event, also at Brands on Saturday, June 21.

Enter Sprinting

At Brands Hatch on Sunday the Tunbridge Wells MC are holding the first ever "sprint-race." This is a new form of the established sprint, in which four cars compete in three lap races against each other. The meeting is being run under a race permit and entries include Jack Le Fort (3.0 Ferrari GTO), autocross champion Rod Chapman (Ford Escort TC) and Don Harris (DMF Special). The proceedings begin at 2 pm and admission is 5s (children free).



The NSU Ro80's competition debut in England was surely as the Brands Hatch sprint-lasi Sunday, when Peter Noad campaigned one.

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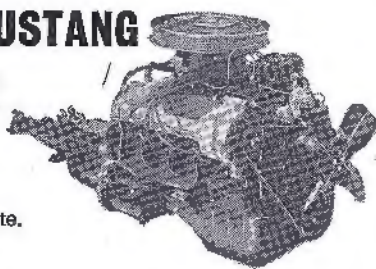
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RALLY RECORD

"The whole deal is a bit of good British salesmanship and something a bit different in the tuning business."

John Davenport on Timo Makinen's latest car



TIMO MAKINEN came back from the Monte Carlo Rally via Munich and London, though his trip very nearly ended in Munich, where he was returning his Monte rally car to BMW when he lost his Finnish passport. The local Finnish resident had to be summoned and Timo arrived in London on a temporary passport written out on a piece of embassy paper. His mission here was twofold; first to make arrangements to drive—I hope that is the right word—a Don Shead boat in the Round Britain Race, and secondly to collect his new ice race car, an Escort Twin Cam.

The car has been prepared by Clarke and Simpson in association with David Wood Engineering. The former company, you may remember, was responsible for providing Timo with an Escort for the RAC Rally and have been long associated with the preparation and sale of rally cars through David Sutton, who himself drives one of their Escorts on rallies. The second may not be so familiar, but to those people who have competed in internationals for a few years David Wood will be known as an ex-member of that exclusive bunch of boys, the Ford mechanics, and also, with David Rowe, the star of the Ford film, *David's Day*.

Ice racing in Finland is conducted primarily with cars prepared to Group 2, but there are several differences between this car and a normal Group 2 rally car. First, since ice racing is mainly on tracks somewhat shorter than Silverstone or Snetterton, the rear axle ratio has been chosen as a 5.3 to 1, with a Salisbury Mk 2 limited slip differential unit which, mated with a close ratio box—nicknamed a "bullet box" at Boreham—gives the best way of transmitting the urge to the 3 ins long spikes used in this Scandinavian autocross.

Power comes from a twin-cam engine fitted with BRM phase 3 camshafts operating on standard valves, steel cam buckets and Cosworth springs. The standard valves are retained in Group 2, as larger ones are only permitted in Group 5, as are steel cranks, so that the crank in this engine is a Tufrided competition type linked to Cosworth racing pistons via Cosworth steel rods. The head is gasflowed and polished as required by Group 2, while a Lucas racing distributor and 45DCO Webers complete the fittings to the engine, except that David Wood fits a high capacity engine breathing system similar to that used by Boreham, and also fits a camshaft cover with the oil filler cap moved to the front.

This engine delivers around 155 bhp via a white spot clutch to the previously mentioned transmission. The car has only one petrol tank fitted, as ice races are not usually all that long in duration, and when it left Sloane Square with Timo it only had standard seats, which will be supplanted in Finland by some of the local variety. The car's specification is completed by Minilite wheels and sump guard, while the paintwork has been left standard white with the sole addition of Clarke and Simpson's name on each door.

Timo will race this car during the remainder of Finland's ice racing season and then perhaps with a more powerful engine and

different ratios will race it in normal races during the rest of the year. Anyway, the whole deal is bit of good British salesmanship and something a bit different in the tuning business.

Jolly Olle

Further to last week's picture and story on John Bloxham's Lancia Fulvia HF on the Dursley Rally, I called in to see Oliver Speight at his Wolverhampton headquarters. Apart from the dubious distinction of being in a very exclusive club of drivers all of whom have given me a multiple roll in a Saab, Mr Speight is a successful vendor of tyres with the accent mainly on rallying and racing. In fact, he will almost certainly be Goodyear's representative on the Formula 5000 scene as well as supporting the home internationals and national rallies. One of his executives has already been out this year helping Goodyear and Ford on the Monte Carlo Rally.

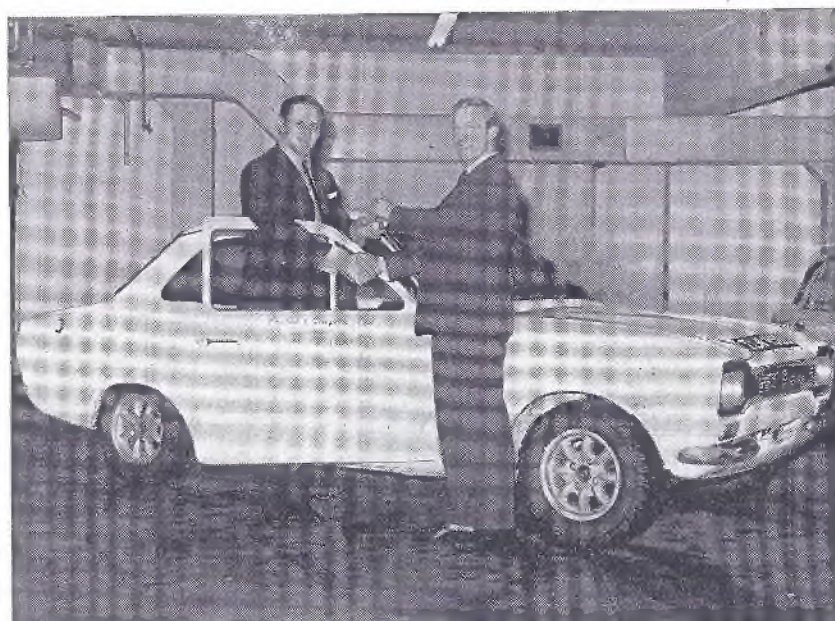
Anyway, Oliver is the proud owner of an FIA entrant's licence in the name of Jolly Club England, Oliver Speight Racing Ltd, and he has revealed that he hopes to start a properly registered branch of the Jolly Club in Britain soon. Basis for the deal was worked out with young Roberto Angelini, who came over to England to see Oliver towards the end of last year; it will involve four Lancia Fulvia HF's, of which the one driven by John Bloxham/Richard Harper was the first and was fetched by them from Milan. The other cars should be here by the middle of the year and will be given out to drivers "of considerable promise but not necessarily proven talent" on a contractual basis. This does not mean that you ring up and arrange starting money

but, just as the Jolly Club drivers do in Italy, you must pay to be lent the car and also guarantee to return it in about the same condition as it was when you got it. The advantages are that you have a fully prepared works car available for a much smaller initial investment than if it actually belonged to you. However, don't ring Oliver—he doesn't even have the cars yet and when he does, he will ring you.

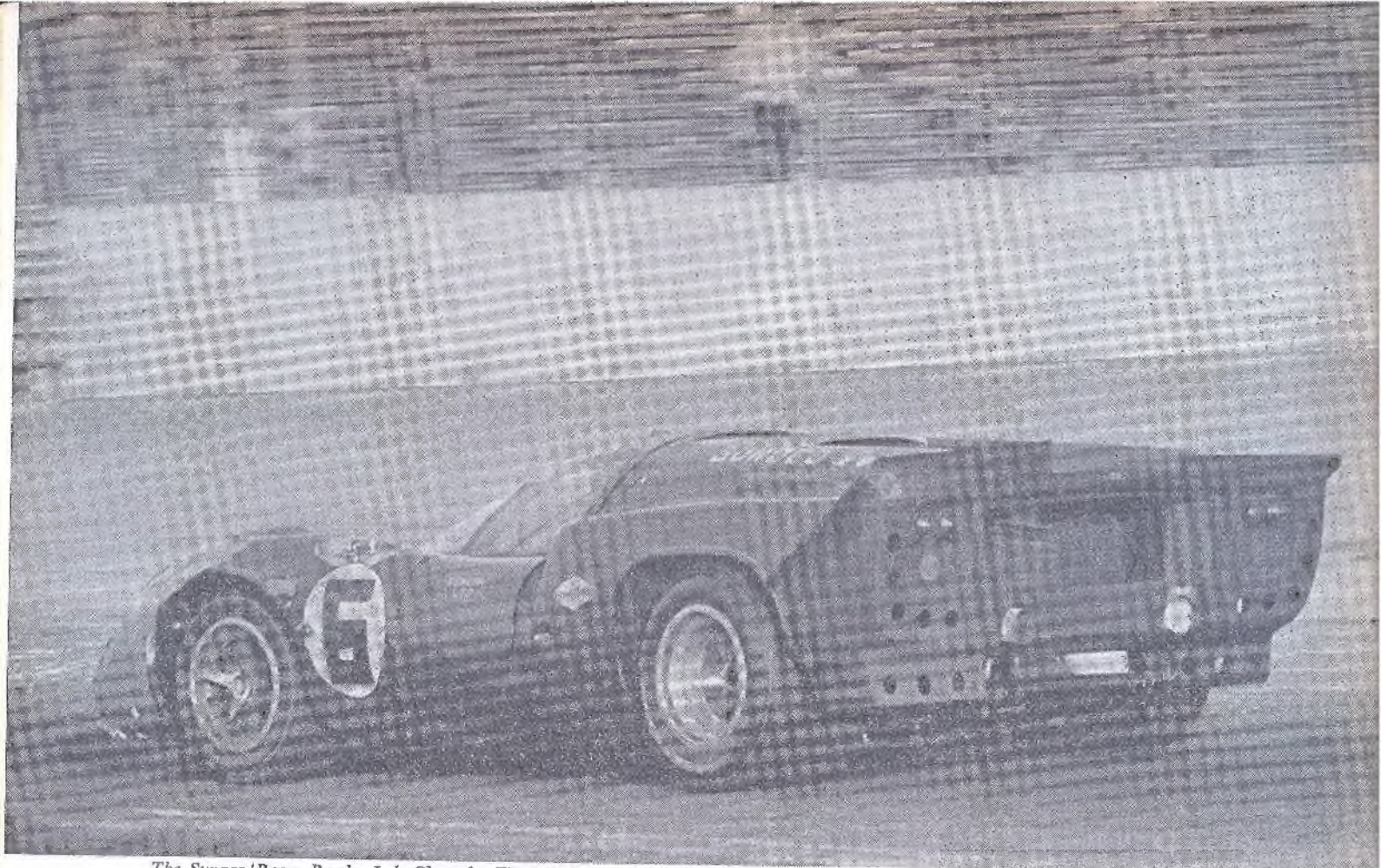
Cancelled

The International London Rally has had to be cancelled for this year. I have had a very sad letter from John Lewsey and a circular from Peter Harwood in which it is revealed that, under the new Forestry allocation system, the RAC Rally has first choice and then, if a regional rally wants to use the same stages, that automatically precludes any other international from using them. With the Scottish and the Welsh duplicating most of the RAC's forests, that leaves the London with about 100 miles of stages in England, which would hardly be adequate in a rally enjoying such an exalted reputation.

Various attempts have been made to get private land and racing circuits organised, but the time available was not sufficient, so that all the club's efforts are being thrown into the event for 1970. With the dedication and speed that the London club possesses, they may well have a Tour of Britain off the ground before Jack Kemsley can do it, though he himself seems to be taking rapid strides in that direction, for the rumour is that the RAC Rally this November will cross the Irish Sea by courtesy of British Rail's Big Fleet and take in tarmac hillclimbs and special stages.



Timo Makinen receives the keys of the Clarke and Simpson/David Wood Engineering-prepared Escort TC from David Sutton. Makinen will be using it for ice racing back home in Finland with tyres equipped with 3 ins long spikes.



The Sunoco/Roger Penske Lola-Chevrolet T70 Mk 3B of Mark Donohue and Chuck Parsons on its way to providing the Slough marque with its first long distance race win.

LOLAS' DAY IN FLORIDA

Porsche and Ford teams collapse — Mark Donohue/Chuck Parsons survive after 80 mins in pits to gain Lolas' first long-distance win — TransAm Firebird third overall behind AIR Lola

Report and pictures by PAUL WATSON

THE Roger Penske-entered, Sunoco-backed Lola-Chevrolet T70 Mk 3B of Mark Donohue and Chuck Parsons won last weekend's Daytona 24 Hours, the first round in the 1969 FIA Manufacturers World Championship. After being delayed by continual stops for fuel, and later by repairs to the exhaust manifold, the Penske Lola bided its time, and then as a total of seven Fords and Porsches fell out, the superbly prepared blue car moved up to take the lead a few hours before the end and win by 30 laps from the similar but older car of Lothar Motschenbacher/Ed Leslie, entered by James Garner's American International Racing.

The Porsche team were first delayed by split exhaust manifolds which filled the cockpits with fumes; then one by one the cars fell by the wayside with broken intermediate shafts to the camshaft gear. JW Automotive, with only two entries, fared no better, both cars retiring after taking the lead, and leaving a clear run to the Lola.

Once again the TransAm cars did well, especially the Ward/Titus 5-litre Pontiac Firebird, which finished third overall, one place higher than Titus finished last year. The GT category went to the Porsche 911T of Bruce Jennings/Herb Wetson/Tony Adamowicz in fourth place overall, and the 2-litre TransAm class to Bert Everett/Alan Johnson (Porsche 911). The works Lancia Fulvia HF Zagato of Maglioli/Pinto actually won the Group 6 category, finishing 11th overall! Certainly it was a most surprising way to start the year's Manufacturers Championship.

ENTRY

ANY hope of a really good entry for the opening round of the 1969 FIA Championship was scotched once the full list was known. Daytona always suffers this way, being too early in the season to allow for many new cars, and an expensive race to compete in for most European teams.

Last year Porsche were the victors with their 2.2-litre 907s. This year they returned with no fewer than five 3-litre long-tailed cars, under the new race direction of Rico Steinemann. They differed little if at all from those seen throughout 1968, save that they used five-speed boxes instead of six-speeders for this fast circuit. They all had fins on the tails, crossed by an aerodynamic bracing.

There were some new faces in the German cars, with three British drivers, five Germans, one Swiss and the American Joe Buzzetta. The final pairings were Jo Siffert/Hans Herrmann, Dickie Attwood/Joe Buzzetta, Vic Elford/Brian Redman, Gerhard Mitter/Udo Schutz and Rolf Stommelen/Kurt Ahrens. Redman's right arm was a lot better, but he still drove with a plaster, as the bottom of one bone still remains parted from his wrist.

Matra Sports were the only other team to enter a true 3-litre prototype, with one "new" M630 (chassis No 4) for Johnny Servoz-Gavin/Henri Pescarolo. This was little changed from the 1968 car, but was 90 kilos lighter, and had the oil radiators moved from behind the driver to the front. The only other over 2-litre prototype was Spaniard Alex Soler-Roig's 2.2 Porsche 907 for himself and Austrian Rudi Lins; this car was very much under the wing of Steinemann.

The 2-litre prototype section had a mixed collection of vehicles. The only Alfa-Romeo entered was a private ex-Autodelta T33 Series 2 for the Peruvian pair Mario Calabattisti and Eduardo Dibos from Lima. The North American Racing Team had the same now rather elderly closed Ferrari Dino 206S that

had retired very early last year, and this was again driven by veteran American Charles Kolb with the assistance of Italian Giampiero Biscaldi of Alfa fame.

The remaining prototypes were all heavily under-powered for this sort of race, and were relying on durability rather than outright speed to get them through 24 hours. Lancia had entered a single Zagato-bodied Fulvia with the new 1600 cc rally engine and five-speed box for Claudio Maglioli/Rafaelle Pinto, and this car was running under banner of Lancia agents Algar Enterprises together with the standard-bodied 1600 HF of Bruce Hollander/Bob Clark/Wayne Marsula. Then there was a 1967 ex-works Le Mans Austin-Healey Sprite for owner Jim Baker and co-drivers Paul Richards and Clive Baker—this well-prepared car has seen a lot of service on both sides of the Atlantic—and a dull but pretty little Volkswagen 1600 cc Zink Special with open body similar to an Elva Mk 7, driven by Jim McDaniel/Steve Peiper, the latter winning the 250 mile World Championship Formula Vee race on Friday with another Zink.

The Group 4 entry was dominated by JW Automotive Ford GT40s and Lola T70s. JW actually brought three cars, but only two were GT40s: the third car was the long-awaited Group 6 3-litre Mirage-BRM prototype which David Hobbs gave a full working-out programme the week before, lapping consistently in the 1 m 54 s bracket, but it was put away for race week. JW's brace of lightweight GT40s had little that we have not seen before. A "new" car was handled by Jacky Ickx and Jack Oliver, with Ickx's 1968 car for David Hobbs and Mike Hailwood. All had 5-litre engines and Gurney heads, and were as usual immaculately turned out in the colours of their sponsors Gulf Petroleum. A third GT40 (chassis No 103) was privately entered by American Airlines engineer and veteran driver Bill Wonder of New York for himself and Ray Cuomo; this car had not raced since Watkins Glen, but now has all the goodies—5-litre engine, Gurney heads and big brakes.

There were four Lotas in all, and there might have been five had Sid Taylor been able to come to terms with the organisers over travelling expenses. Two of the four were completely new 1969 cars, neither of which had turned a wheel in anger before

Daytona. Most attention was centred around the Roger Penske Racing entry, sponsored by Sunoco. This car was a joy to behold, so magnificently was it prepared. Although not yet raced, it arrived with an average of 18 man hours a day in preparation since its shipment from Lotas a month ago, and was gleaming in deep royal blue with gold lines. Penske used the usual 5-litre Chevrolet engine, built by Traco for long-distance racing using fuel injection. Drivers were Mark Donohue and Ronnie Bucknum. The other new Lola T70 was entered by Sportscars Unlimited for Jo Bonnier and Ulf Norinder. Both Bonnier and Norinder have ordered cars, but this one was Norinder's as Jo's is still being built. They also brought a spare (Norinder's 1968 car) which was used as a stock of spares rather than a race car. This car ran on carbs with Traco engine and wet sump lubrication.

The two older Lola T70s were both entered by film-star James Garner's American International Racing, and had not been seen since Sebring last year. Like the two newer cars, they had Traco-Chevrolet engines, running on carbs with wet sump lubrication. Drivers were Scooter Patrick/Ed Leslie and Dave Jordan/Lothar Motschenbacher. The second car had suffered a mild fire while practising the week before.

There was only one Ferrari 275LM this year, and this was the old Ecuadorian one that John Gunn drove so well last year. This time it was again driven by Fausto Merello, with the assistance of Umberto Maglioli and Eddie Alvarez, and entered by Raceco of Miami.

The remaining Group 4 cars were all in the 2-litre category, and consisted of Sportscars Unlimited's second entry, a 2-litre 1967 Porsche 910 for Masten Gregory/Richard Brostrom, and the Canadian-entered Carrera 6 for Rainier Brezinka/Fritz Hockreuter/Horst Peterman/Rudy Bartling. Chevron's Derek Bennett flew out to Florida to help run Raceco's privately-entered 1968 Chevron-BMW B8 which had been entered for Bob Beatty/John Gunn/Hugh Klempeter. This car was originally built for Charles Bridges to take to South Africa, but never actually went, and had a 197 bhp engine tweaked by Weslake.

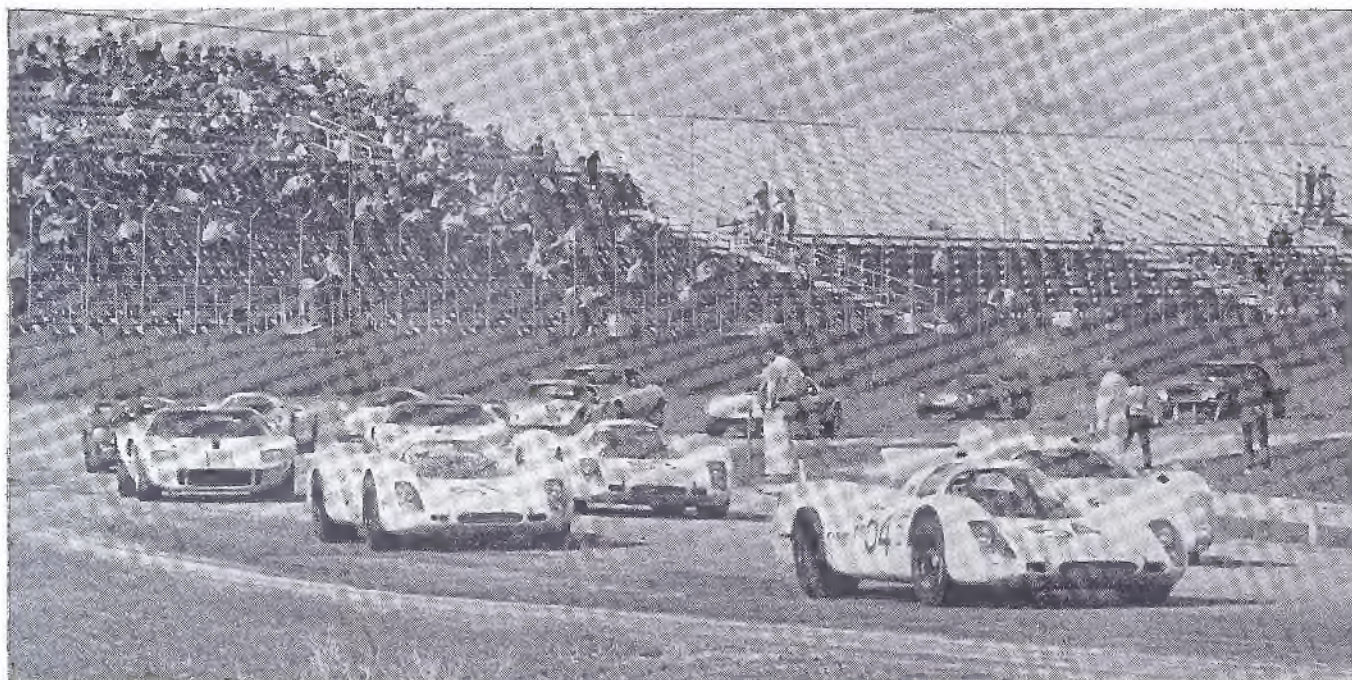
Finally, George Waltman drove all the way down from New York on the road with an old 1962 OSCA-Maserati GT2, a pretty but

slow 1600 cc ohc car with body by Zagato which had apparently run at Le Mans in years gone by.

The Group 3 GT category was clearly an all-American affair, and here the most interesting cars in the paddock were the two typically Yankee Owens-Corning Fibreglass-entered 7-litre Chevrolet Corvette Stingrays from Toledo, Ohio. The cars were basically the same as in 1968, drivers Tony DeLorenzo and Gerry Thompson having dug out Owens-Corning to replace Sunray Oil, who have pulled out of racing for the time being due to their merger with the Sun Oil Company (Sunoco) who are of course fully committed to sponsoring Roger Penske. The two Corvettes have 1½-ins wider wheels this year in an attempt to put more rubber on the road, and weigh in at 2950 lbs, which is still a bit on the heavy side, as they are homologated 300 lbs lighter. Drivers DeLorenzo and Thompson were joined by sedan pilots Dick Lang and Jim Harrell. Robert Esicks/Frank Dominanni/Ed Lowther were entered in another 7-litre Corvette, and there were two older 327 ci cars.

Main opposition to the Corvettes was supplied by a lightweight Ferrari 275GTB/4 entered by NART for CanAm driver Sam Posey and one Ricardo Rodriguez of Mexico, who is no relation to Pedro or his late brother. The GTB/4 had run well at Watkins Glen last year. The remainder of the GT category consisted of several Porsche 911Ts and MGBs, plus examples of E-type, TR4, Alfa-Romeo Giulia SS, Triumph GT6 and Lancia Fulvia HF—a very mixed bag indeed. The Porsche 911Ts were driven by Bruce Jennings/Herb Watson/Tony Adamowicz, André Wicky/Sylvain Garant, and the Canadian trio Jacques Duval/George Nicholas/Andy Sampson.

This year the TransAm category was not included in the national championship, which had the effect of eliminating any spectacular cars such as the Shelby Mustangs and Penske Camaro of last year. However, Camaros dominated the over 2-litre entry with at least 12 cars; there were also a few Mercury Cougars, a Mustang and a Dart. Porsche 911s swamped the 2-litre section with intervention from a desperately slow Volvo and an Alfa GTA. A Pontiac Firebird was also entered for Jerry Titus and Jon Ward—Titus had finished fourth overall last year in the 24-Hours.



The Stommelen/Alrens Porsche 908 leads the similar cars of Attwood/Buzzetta, Mitter/Schutz and the two JW GT40s at the start.



Competition car 17 and 18th 1968 and 1969 Ford Lotus Roadster



The new Thompson 1968 and 1969 Ford Lotus Roadster (1968 and 1969)



One of the mighty Stingrays, the Thompson Harrell Ward car, nosedives under brake ahead of an earlier Corvette

Once again Bill France was obliged to accept the TransAm cars to make up the field, but the presence of some of the slower cars, both in the TransAm and small GT classes, was most shortsighted, and more than one serious competitor was roughly handled by these cars. Gordon Cooper, the American astronaut, who has had some limited competition experience, was scheduled to drive a Cougar in the TransAm class, but NASER stepped in with an ultimatum of "Race or Space, Mr Cooper," and he was not seen.

TRANSAM

TRAINING was a drawn-out affair, starting on Wednesday but not getting very serious until official practice on Friday. The Porsche team experienced some early trouble in the handling department, the cars being particularly skittish on the bankings. Tweaking tyre pressures, roll bars and spring rates soon cured this, and by the time the quintet rolled out on Friday Stenemann was satisfied that the cars were completely competitive. His point was soon proven, with drivers times ranging between 1 m 52 s and 1 m 55 s, compared to Siffert's best time in practice for the 1968 race of 1 m 57.3 s with a 2.2-litre car.

The two new Lola T70 Mk 3Bs were quite a lot quicker than their older counterparts from AIR but the Bonnier Norinder car suffered considerable teething troubles which kept them from getting in any continuous lapper. However, Penske's car was in magnificent form, slipping in and out of the pits, dropping in the odd quick one here and there, and generally fooling the opposition. Donohue's scheduled co-driver Ronnie Bucknum was in difficulty as he had injured a finger in a motor cycle spill, and before practice ended CanAm veteran Chuck Parsons had appeared to take over.

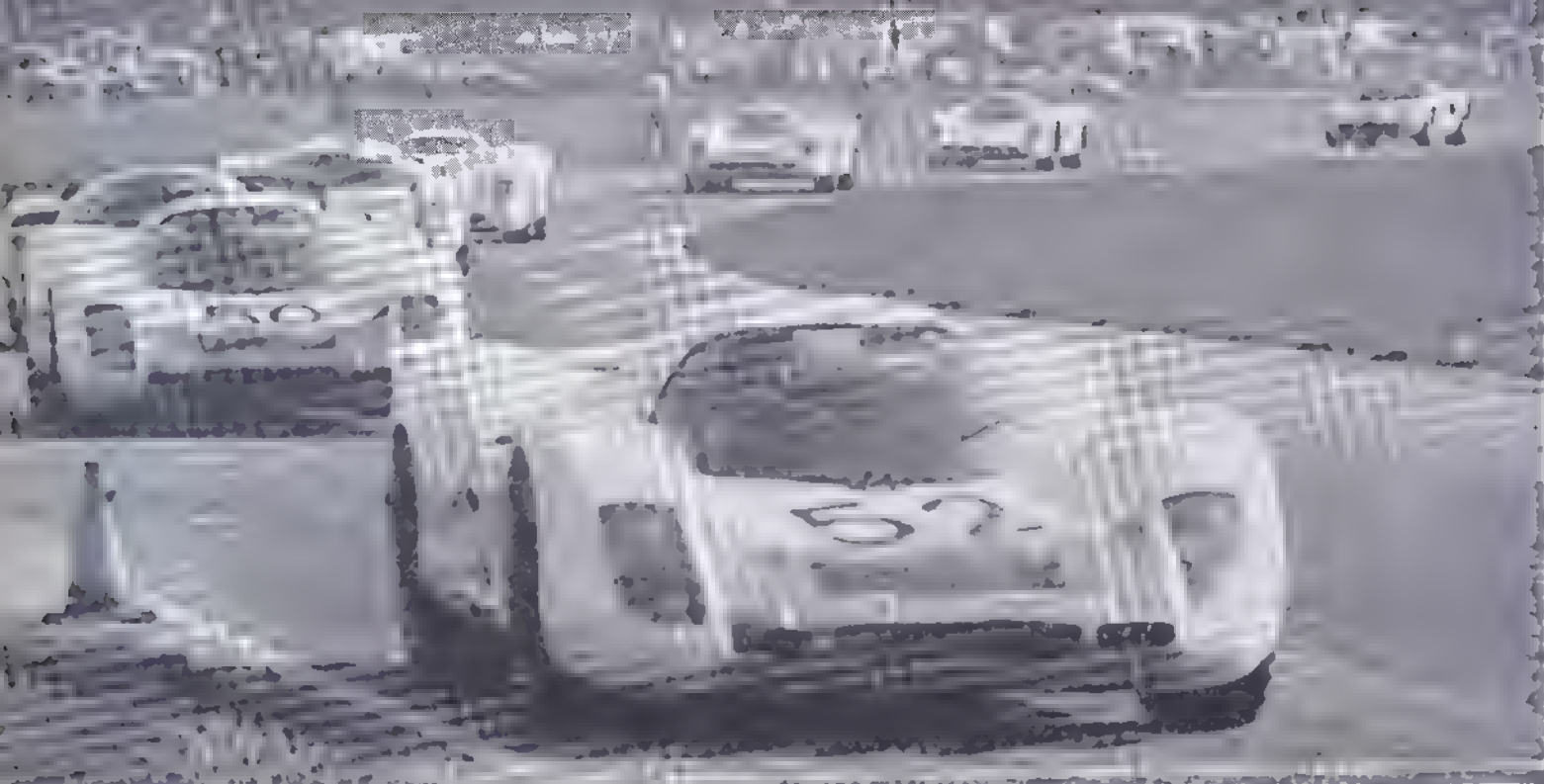
Both JW GT40s clearly lacked steam, Ickx only just managing to better his 1968 practice time with the new car.

The little Belgian was not particularly happy with his car, complaining of poor handling and lack of power, while Olver was given little chance to settle into the car. The two AIR Lola T70s bumbled round fairly satisfactorily, although both were now fairly dated cars. Alex Soler-Roig driving the short-tared 2.2-litre ex-factory 907 went extremely well as did his co-driver Rudi Lins. They lapped in 2 m 0.8 s, just over 2½ secs slower than the best works 907 time in practice last year. Among the GT cars only the two brush-Corvette Stingrays of DeLorenzo, Lang and Thompson Harrell showed any real form. DeLorenzo getting round in 2 m 3.7 s and Thompson in 2 m 4.8 s, with the G4 Porsche 910 of Gregory Brostrom in between them at 2 m 4.7 s. There were no competitive 2-litre prototype times, now the Porsche 910 has been homologated as a Group 4 car, but the NART Dino 206S and the Peruvian Alfa T33 were running each other pretty close with times of 2 m 8.4 s and 2 m 9.6 s. The Chevron of Beatty Klempeter Gunn did 2 m 13.8 s.

The TransAm competition was four-sided, with the Camaro of Rusty Jowett and Crag Fisher at 2 m 7.8 s, the Pontiac Firebird of Tom Ward Jerry Tius on 2 m 7.2 s, the Camaro of Don Yenke Dick Guldstrand doing 2 m 9.6 s and the Bob Grossmann, Bob Din Camaro 2 m 10.5 s.

Donohue wasn't giving away a thing, and under the clever direction of Roger Penske his quickest time remained a mystery until after practice, when he was posted at 1 m 52.7 s (121.704 mph). The Lola's time was good enough to head all but one of the 908s—Elford's, for the experienced Englishman just pipped the big Anglo-American car by half a second, giving him a top qualifying time of 1 m 52.2 s (122.246 mph). Two more 908s followed, Siffert qualifying his car in 1 m 53.4 s, and the Stommelen Ahrens car posting 1 m 53.9 s. Bonnier showed the sort

AUTOSPORT, FEBRUARY 7, 1969



Vic Elford leads Jo Siffert, both in 3-litre Porsches, the big Lola of Donohue and Bonnier, the rest of the works Porsche team and Ickx's GT40 in the opening laps

of form he was to produce in the early stages of the race itself by getting in a snappy 1 m 54 s, followed by the other two 908s of Attwood Buzzetta (1 m 54.4 s) and Mitter-Schutz (1 m 54.4 s). Ickx nearly equalled the slower 908s with a 1 m 54.5 s, and Hobbs was marginally quicker than Hallwood with 1 m 55.3 s.

Late in practice Henri Pescarolo flipped the Matra in front of the pits when the car got out of control. He rolled it spectacularly also hitting a Porsche 911, but stepped out unhurt, but the car was too badly damaged to be straightened for the race.

RACE

THE beautiful hot Florida weather that had lasted throughout practice showed signs of breaking up on Saturday, but by the time the 3 pm start drew near the clouds had drifted away and the sky was a brilliant blue again.

A spectator attendance that would hardly have done justice to Lydden Hill on a wet Sunday trickled quietly into the circuit as the 27 starters were lined up in two-by-two formation in front of the pits for the rolling start. Missing were the unlucky Matra, the Wonder Cuomo GT40 which had not qualified in practice due to having wrong exhaust gaskets, the Dodge Dart and a Camaro.

At a few minutes past 3 pm the long column headed slowly away, prayers for the safety of the drivers having been said in typically southern fashion. They completed one and a half laps and then, as the Camaro pace car gathered speed down the back straight, it dived down the slip road and the race was on.

Elford made the initial running, with Siffert and Donohue close behind, the leading nine cars (five Porsches, two Lolas and two Fords), pulling away at once from the rest of the field led by Scotter Patrick in one of the ATR Lola 170s. Within two laps the leaders

were already gobbling up the slow cars, some of which blocked badly and by five laps the Fords of Ickx and Hobbs were showing signs of dropping back to leave the initial sprint as a contest between the 908s and the Lolas of Donohue and Bonnier. Siffert led for most of the first ten laps, with constant intervention by Elford and at times by Donohue, and at ten laps the order was Siffert, Donohue, Elford, Bonnier, Attwood, Schutz, Stommelen, Ickx, Hobbs, Patrick, Soler-Rog, Gregory, Thompson, DeLorenzo, Leslie and the rest.

One car failed to start, Waltman's OSCA, which couldn't make the second pace lap. By the 16th lap Jo Bonnier had begun to put on the pressure and at 20 laps Elford led from Bonnier, Siffert, Donohue, Attwood, Schutz, Stommelen, Ickx and Hobbs. All the others had been lapped once or more already, led by Patrick and Leslie from Gregory's 2 litre 910 and Alex Soler-Rog in the slightly larger 907, the two private Porsches enjoying a good scrap, as was the Dino with the Alfa T33. Early on DeLorenzo blew a tyre on the East Banking and came in with a damaged fuel pump, after stopping at the pits the car caught fire, but this was put out and the car retired immediately, exit the first Corvette. The Chevron got pushed off, span, and continued.

After one hour's racing both the Mk 3B Lolas had dropped back, and Porsche were holding the first five places in the order: Elford, Siffert, Attwood, Schutz, Stommelen, with the first two piling smartly away from the others and Attwood in turn leaving the two Germans. Elford's average was over 116 mph. Donohue was finding his petrol consumption unduly high due to problems over pick-up from the tanks and he soon fell from the leader board after making the first of many stops. This put Donohue into seventh place between the two Fords, with the ATR Lola in ninth and tenth spots. The other fast Lola of Bonnier got wedged in between two

slower cars, sustaining damage on both sides, and called in to have the car checked on several occasions. Later Ulf Norinder took the car over, but received the same treatment from another competitor, this time against one of the walls on the banking, and came in with a badly damaged off-side rear, including damaged upright, suspension, wheel and drive-shaft. The car spent a long time in the pits and was eventually wheeled away looking very second-hand.

Elford still led after 60 laps and the order of Porsches behind was the same, save that Donohue had worked his way back up again between Schutz and Stommelen, thanks to an electric 23 second stop to re-tank. The Fords followed, looking a bit breathless, but biding their time, and Patrick came next, but Leslie had fallen back after repairs to a broken throttle spring. The first driver changes were now in full swing.

At approximately 5.53 pm Porsche started their long saga of trouble. Redman arrived in the pits very groggy from an excess of fumes in the cockpit and overshot. He was helped out, while mechanics changed a split exhaust manifold. This put Siffert into the lead from Buzzetta and Ahrens, with Donohue next and keeping up well, then Ickx. Oliver, who had made up some ground and were fifth ahead of Schutz. Mitter Patrick was eighth trailing the Hobbs Hallwood GT40 and the 907 of Lins. The Carrera 6 was chucking out its oil and puffed. There were already several retirements, among them the Ecuadorian Ferrari 275LM with gearbox trouble when Mag.oli was driving. Next in with manifold trouble was Stommelen at 6.15 pm, and then Siffert at 7.05 pm with a split silencer this time. Porsche were clearly in trouble with these untested manifolds, but Attwood's car was going well at this stage, and he moved into the lead with Joe Buzzetta, two laps to the good on Donohue and his replacement co-driver Chuck Parsons. Punctures were becoming commonplace, and Ickx

was one of the first to suffer, dropping behind Schutz Mitter and Soler Rog Lins, as well as his own team-mates Hobbs/Hailwood, who now moved up into second place.

About this time the 38-Litre E-type of Richard Robson Rajah Rodgers blew up in a big way, blinding Mario Calabattisti who was driving the single Alfa T33. Calabattisti braked hard, and local driver Peter Gregg flew right over the top of the red car in his TransAm Porsche 911, while Rudi Lins came piling in from behind in the 907. The Alfa turned over, pinning Calabattisti beneath it, while the two Porsches were too damaged to continue. The Peruvian was quickly removed from the total wreck of his Alfa, and was later stated to have a sprained wrist, cuts, lacerations and other minor injuries. Later he was released from hospital, and returned painfully to the circuit! Strangely enough, this accident happened at about the same time and place as that big shunt of 1968 that eliminated Gregory, Mitter and Spoerry.

At five hours Attwood was still untroubled by the manifold gremlin and led by a lap from the No 2 GT40 with which Hailwood was doing some splendid work. Schutz and Mitter had also been troubled by the fumes caused by the manifold on his car, but a vent had been opened in the rear screen and he reported feeling fine. This car was third, followed by the Ickx/Oliver GT40 and the Donohue Parsons Lola, which was suffering from all the pit stops it was having to make for fuel (about every 20 to 25 laps at this stage) and fluctuating in its position. The three Porsches that had required work on their exhausts were all five or more laps down, with Patrick in among them with the best-placed AIR Lola, the other having suffered its second broken throttle spring, to Ed

Leshe's disgust! The race average had settled down to 113.5 mph as the night set in and the lights blazed their way round.

The sixth hour showed several more retirements, including the leading TransAm Camaro of Jowett Fisher after 44 laps. Mitter, Schutz were swapping second place furiously with the No 2 GT40, emulated by the Penske car and the No 1 GT40 behind that. The three other Porsches and the Patrick Jordan Lola T70 were still all within two laps of each other, followed by the Sungray of Thompson Harrell, now also driven by Tony DeLorenzo and going very well. The other AIR Lola followed, then the Ward/Titus Pontiac Firebird which was now leading the TransAm class overall by two laps from Bert Everett and Alan Johnson (Porsche 911). The ex-works 1300 cc Sprite of Baker Richards/Baker and the slightly larger 1600 cc Lancia Fulvia Zagato of Claudio Maglioli Pinto were both going great guns. The Chevron-BMW D8 of Klempeter Gunn/Beatty was going well, but the Dino Ferrari was in trouble with overheating and loss of power and the Pickering/Chase Triumph GT6 was in and out of the pits.

At 200 laps No 51 Porsche (Attwood/Buzzetta) had two laps lead over Hobbs and Hailwood, who had just one lap on the third place Porsche behind them. Although nothing like as fast as the Porsches or Lolas, the two GT40s were improving all the time as they got into their stride, but so was the Lola, and the big blue car's fuel consumption was beginning to improve. It was now fourth, two laps in front of Ickx and three Porsches, with the AIR Lola T70 four or more laps behind that. Hagen Gillebard had retired their Cougar. DeLorenzo, driving the Thompson/Harrell Sungray, felt the steering getting heavy,

failed to keep control of the car, and hit the wall on the right at the end of the East Bank. All DeLorenzo hurt was his big toe, but he was out of the race.

Attwood and Buzzetta still led at 240 laps, but the GT40 had cut this lead to one lap and was closing in all the time. The Schutz/Mitter Porsche was three laps behind that and ahead of the other GT40, the Gulf car temporarily relieved of Donohue who had had a slight nudging match with the leading Porsche and then a long stop to repair the exhaust system and carry out some routine work on the car. This had cost Roger Penske 1 hr 19 mins and dropped them right down the field, and it looked at this stage as though the stop would cost the Lola any hope of a win or even a place. Nobody really believed the Lolas would last anyway. The Grant/Oest Lancia Fulvia HF was out, and also the Esicks/Dominanni/Lowther Corvette.

By midnight the Penske Lola was in its lowest place—11th, 44 laps in arrears. The two GT40s were running a lap apart and three laps behind the leader, and the other four Porsches were in line ahead, the order being Mitter/Schutz, Siffert/Herrmann, Stommelen/Ahrens and Elford/Redman. The Patrick Jordan Lola was eighth, and then came the leading TransAm car which was still Jon Ward and Jerry Titus in their well-driven Firebird. The Dino was finally out with engine trouble, and the Ralfe/Gearhart/Wisner Corvette was in the pits most of the time.

At 12.50 am Porsche actually lost their first car, when the leader abandoned with broken camshaft gear after 273 laps, caused by a faulty intermediate shaft between the crankshaft and the car. The McComb/Dooley Mustang also blew its engine, and now David Hobbs and Mike Hailwood were in the lead for the first time in the race, with four laps on Mitter/Schutz and five on Ickx/Oliver, the second and third place car taking second place from each other according to pit stops. The Triumph GT6 finally retired, and Fred Opert blew up his 911 after changing the gearbox earlier. Meanwhile the fumes had been worrying Mitter a lot, and he was unable to continue, being taken away in an ambulance for examination when he came in.

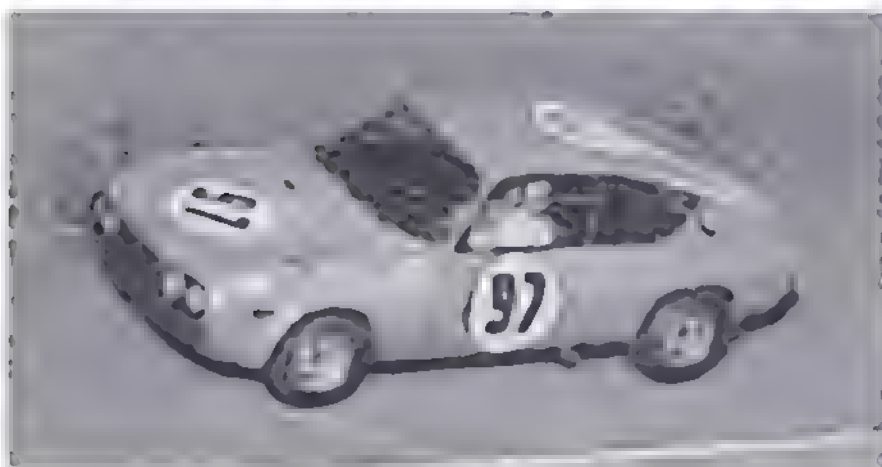
At 300 laps the two Fords were three laps apart, and the remaining Porsches lay third, fourth and fifth and within striking distance. The Penske car was going well, but it seemed at this stage an impossible task for Donohue and Parsons to pull the car up the field again. However, the ever-managing Mitter/Schutz car, which now had Attwood driving in place of Mitter, had been drawing in the Ickx/Oliver Ford, and passed into second place at 310 laps. The AIR Lola was also splitting the other three Porsches, but at 2.50 the Elford/Redman 908 stopped out on the circuit at 278 laps with yet another suspected broken intermediate shaft reducing Porsche to three cars. By 330 laps the order was:

Hobbs/Hailwood (Ford GT40) 330 laps; Ickx/Oliver (Ford GT40) 326; Mitter/Schutz/Attwood (Porsche 908) 326; Siffert/Herrmann (Porsche 908) 323; Stommelen/Ahrens (Porsche 908) 312; Jordan/Patrick (Lola T70) 311; Donohue/Parsons (Lola T70) 281; Motschenbacher/Leslie

Iron-BMW) 273; Everett/Johnson (Porsche 911) Grossman/Dun (Camaro) 271; Willamson/Drolson (Porsche 911); Duval/Nicholas/Sampson (Porsche 911T); Jennings/Watson/Adamowicz (Porsche 911T); Maglioli/Pinto (Lancia Fulvia Z) 264; Grant (Porsche 911T) and Ward/Titus (Firebird).

Thirty laps later the Porsche and the Ickx/Oliver Ford were still contesting second place, and after 312 laps Stommelen/Ahrens retired with the same wretched intermediate shaft trouble.

At 4.30 am on Sunday morning the leading Ford of Hobbs/Hailwood began using up a lot of water. It came in several times, and by the 420th lap had dropped to fourth behind the Porsches. At 5.05 am the car was retired. So at 420 laps the order was Ickx/Oliver,



Astonishingly, the overall Group 6 winner was the little works Lancia Fulvia Zagato of Raffaele Pinto, Claudio Maglioli, seen scuttling round the banking

Mitter/Schultz Attwood (417), Siffert/Herrmann (415), Patrick Jordan (382), Donohue/Parsons (376), and then the game little Chevron with 351 laps. Bob Grossman and Bob Dini had temporary hold on the Trans-Am class, and Everett/Johnson continued to dominate the small section of this category.

Just after the Ford retired, poor Rico Steinemann took another blow when the same problem that had already eliminated two and probably three of his cars hit the Siffert/Herrmann machine, and out it went after 413 laps. This altered the whole concept of the race and meant that although the two leading cars remained the same, Donohue/Parsons suddenly became third having caught the AIR Lola of Patrick Jordan. The Grossman/Dini Camaro passed the Chevron, while the previously well placed Trans-Am Firebird of Ward/Titus was stealthily moving back up and was behind Everett/Johnson, Motschenbacher/Leslie, Jennings/Watson/Adamowicz (Porsche 911T) and the Williamson/Drolson 911.

On the 450th lap the sole remaining Porsche was on the same lap as the sole surviving Ford. Jordan/Patrick were out of luck for about the first time in the race and had pitted for a change of bearings in the rear-offside upright, which moved Grossman/Dini into fourth and the Chevron into fifth. The Gafford/Campbell 911 was out with clutch trouble, and the race average was now just over 110 mph.

But now John Wyer and David Yorke were looking most unhappy, the leader was clearly in trouble with overheating, and by the 470th lap the Mitter/Schultz/Attwood Porsche was ahead. Then on the Ford's 469th lap, it suddenly went out of control after the pits, and in a few seconds poor Ickx was walking in leaving behind a sorely bent motor car. It is thought that something in the front suspension may have failed, but with probable cracked cylinder heads the car seemed doomed anyway. The Ford's exit moved Donohue into second place having passed the AIR car, but still a full 54 laps behind the Stuttgart machine. Grossman couldn't believe that he was now third, two laps ahead of Everett, but what was worrying Grossman was the Ward and Titus Firebird creeping up.

Williamson/Drolson temporarily passed the slowing Chevron, which had had a number of small troubles including difficulty draining its tanks on this predominantly left hand circuit, which had affected fuel consumption drastically. Jennings also looked as though he would pass the Bolton car from Miami. The Penske car lost 17 mins when the starter jammed, but was still a safe second. The Chevron was back in fifth by 490 laps, but then the final straw broke for Porsche; their last car started into retirement, with the same trouble, a broken intermediate shaft to the cam—somehow Steinemann seemed almost relieved! The Porsche had completed 483 laps.

At last Penske had achieved his intention, to lead the race, and out of four Lolas that started three were still running. Ward and Titus had now got their Firebird past the Everett Porsche 911 and were flat out after Grossman, who now had the misfortune to run into trouble with his fuel pump and valve gear. Grossman's long pitstop let Ward and Titus through, but now a new danger threatened the second and third place Trans-Am cars in the shape of the Motschenbacher/Leslie T70, which had been quietly catching up time.

At the 19th hour the AIR Lola was just a lap behind the Chevron and the 911; at 495 laps the big James Garner-sponsored car was past the Chevron, while it stood at the pits, and by Everett a short while later. The Jennings/Watson/Adamowicz 911T also passed Everett, but the Firebird took a lot more hauling in, and it wasn't till the 22nd hour that it was Lola one-two. There were no more significant changes in the last two hours, and Parsons took the flag with 626 laps to his



The ill-fated Number 1 Gulf GT40, with a space-helmeted Jacky Ickx at the wheel. Ickx later crashed the car while leading on Sunday morning.

credit, 90 up on the Motschenbacher/Leslie car. Ward and Titus were five laps behind that, and Everett and Johnson eight more in arrears. The Chevron was an excellent sixth.

Certainly, Daytona 1969 was a race of attrition, with only the strongest surviving. One small mechanical part certainly cost Porsche the race, and every one of their cars; Ford, too, were most unlucky. Nobody expected the Lolas to finish, but if anyone could get one of these cars to the flag then clearly Penske was that man, for his preparation is second to none and his race discipline and team management a joy to watch.

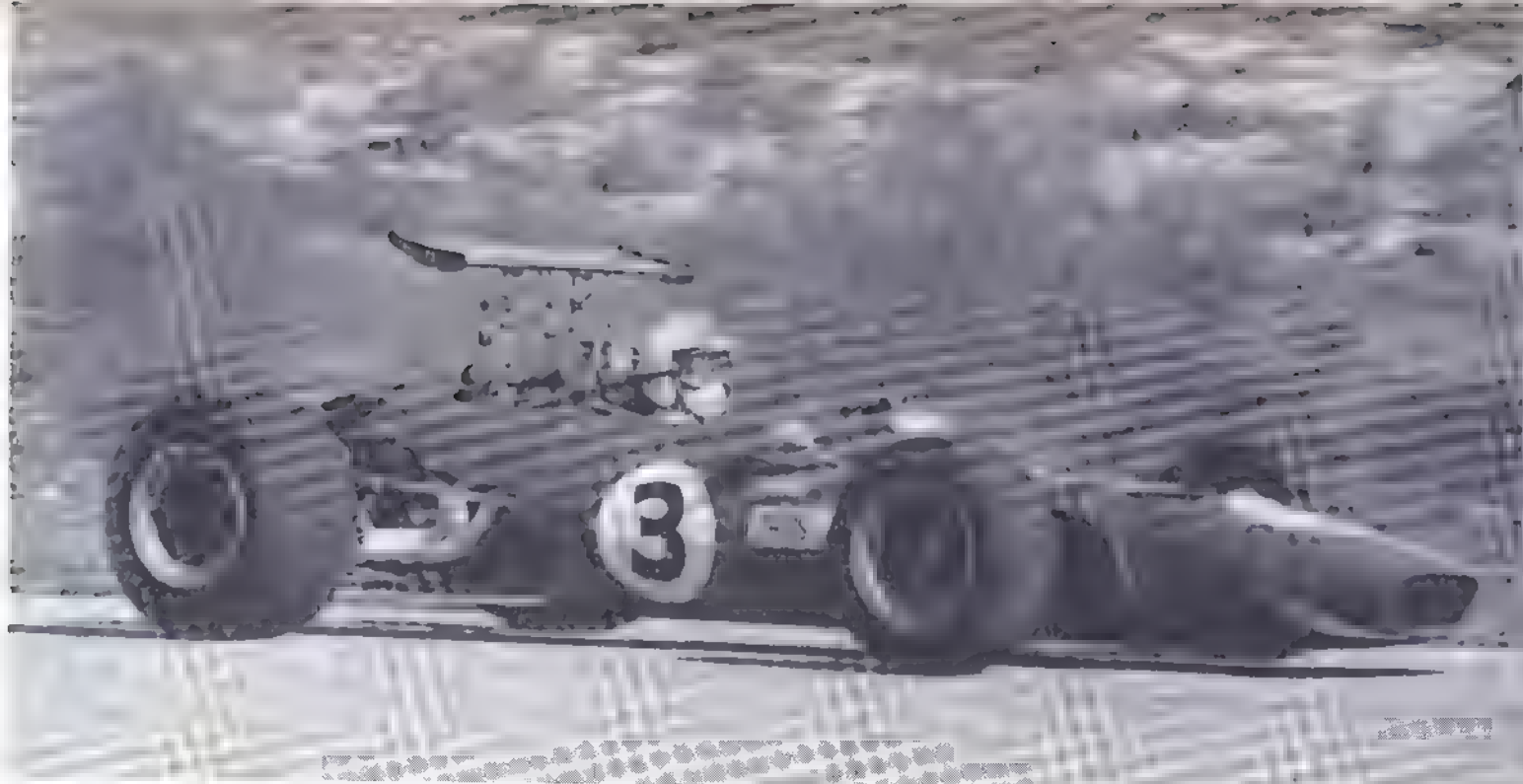
Cesare Fiori of Lancia was delighted to win the prototype class with such a small car and now takes maximum points in the Group 6 Championship with 11th place overall. The Trans-Am class went to Titus and Ward, Titus of course a ready well known but Ward a complete newcomer and most fancied in American Trans-Am circles to do big things this year. Everett and Johnson drove a copy-book race to take the small Trans-Am section, which they led practically the whole way, while the G1 class went to the 911T of Jennings, Watson/Adamowicz. Best 2-litre sports car was the Chevron once the Sportscars Unlimited 9.0 of Gregory Brostrom was delayed by thumping the wall and having to have its suspension straightened out.

Had the Porsches proved reliable, Daytona would probably have been a bit of a drag, but they didn't, and, as things turned out, this transformed it into a pretty interesting affair, with "survival" being the word that will help us to remember the first round in the Manufacturers Championship for 1969.

Daytona Continental 24 Hours Daytona Speedway, Florida, USA, February 1/2 FIA Groups 4 & 6 Championship, round 1

1. M. Donohue/G. Parsons (5.0 Lola-Chevrolet T70 Mk 3B), 626 laps, 2306.06 m, av. 99.266 mph S.
2. L. Motschenbacher/E. Leslie (5.0 Lola-Chevrolet T70 Mk 3), 596 laps S.
3. J. Ward/J. Titus (5.0 Pontiac Firebird), 561 laps TA.
4. B. Jennings/H. Watson/A. Adamowicz (2.0 Porsche 911T), 583 laps GT.
5. A. Everett/A. Johnson (2.0 Porsche 911), 561 laps TA.
6. H. Kumpke/J. Gunn/R. Beatty (2.0 Chevrolet-BMW 88), 578 laps S.
7. S. Patrick/D. Jordan (5.0 Lola-Chevrolet T70 Mk 3), 578 laps S.
8. H. Williamson/G. Drolson (2.0 Porsche 911), 577 laps TA.
9. J. Duva/G. Nicholas/A. Sampson (2.0 Porsche 911T), 571 laps GT.
10. A. Wicky/S. Garret (2.0 Porsche 911T), 509 laps GT.
11. C. Magno/R. Pinte (1.6 Lancia Fulvia HF Zagato), 566 laps P.
12. R. Grossman/R. Dini (5.0 Chevrolet Camaro), 564 laps TA.
13. J. Conwell/M. Manner/C. Baird (5.0 Chevrolet Camaro), 549 laps TA.
14. J. Ryan/P. Harrison/J. Carter (2.0 Porsche 911), 548 laps TA.
15. M. Gregory/R. Brostrom (2.0 Porsche 910), 544 laps GT.
16. V. G. Mondo/M. S. S. Oro et/J. Belperch (5.0 Chevrolet Corvette Stingray), 532 laps GT.
17. J. Baker/P. Richards/C. Baker (1.3 Lancia Fulvia HF), 531 laps P.
18. J. M. Carter/N. Adams (5.0 Chevrolet Camaro), 501 laps TA.
19. H. Rose/M. Richards (5.0 Chevrolet Camaro), 499 laps TA.
20. S. Posey/R. Rodriguez (3.3 Ferrari 275GTB 4), 484 laps GT.
21. A. Moynihan/A. May (1.6 Volvo 122S), 475 laps TA.
22. W. Pryor/V. Marna (1.6 Alfa Romeo Giulia SS), 451 laps GT.
23. G. Waldron/T. Harris/B. Scott (1.6 MG), 428 laps GT.
24. G. Wright/W. Crane (2.0 Porsche 911), 337 laps TA.
25. E. Holander/R. Clark/W. Muraoka (1.6 Lancia Fulvia HF), 331 laps P.

No faster lap available.



Chris Amon scored a runaway victory in the Australian GP, leading from start to finish and putting himself in an extremely strong position for the Tasman title.

Lakeside: Ferraris have a field-day

Chris Amon and Derek Bell (Ferrari-Dinos) one-two in Australian GP—GLTL Lotuses, Courage's Brabham, Gardner's Mildren troubled—Leo Geoghegan (Lotus-Repco) third

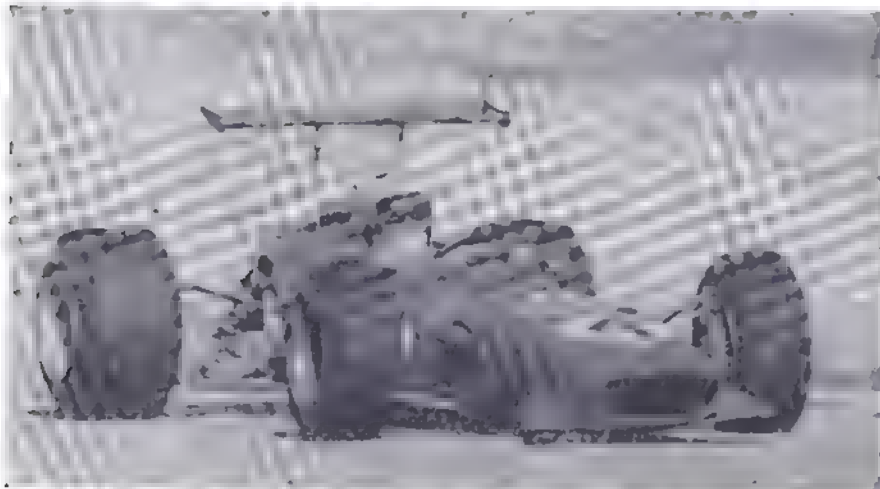
By PETER BAKALOR

Photography by NOEL CONLON

CHRIS AMON all but secured the 1969 Tasman Championship last Sunday when he won the fifth round, and the first in Australia, the 34th Australian Grand Prix at the Queensland circuit of Lakeside. The Ferrari team-leader took his Scuderia Veloce-entered 2.4-litre Dino V6 to a decisive 23.9 secs win over his team-mate Derek Bell, having led from start to finish. Australia's Leo Geoghegan was third a lap down after a steady race in the Lotus-Repco 39, having inherited places as first Courage, then Rindt, Gardner and Hill ran into trouble.

Courage and Hill tangled on the fourth lap and the Frank Williams-entered Brabham-Ford V8 was forced out with damaged suspension; Hill continued, only to slow later with a broken wing which was probably weakened in the incident. Jochen Rindt in the other Gold Leaf Team Lotus 49 retired with what felt like an imminent engine seizure, and Gardner's Mildren-Alfa broke an oil line. Hill's wing eventually collapsed and he lost a lap in the pits, finishing fourth.

With two rounds of the Tasman Championship remaining, Amon has scored 35 pts out of a possible 45, and only Courage, with 22 pts, can still catch him.



Derek Bell drove a steady race to make it a Ferrari one-two. Here the Dino nosesdives heavily under braking and the 7000 wheels adapt accordingly.

ENTRY

THE SHIFT from New Zealand to Australia naturally brought a change in the supporting entries, but no first-line alterations to the Tasman field. Graham Hill and Jochen Rindt had the two GLTL Lotuses, Hill his 49T and Rindt the 49B which had replaced the T wrecked at Levin. Scuderia Veloce entered the two 2.4-litre V6 Ferraris of Chris Amon and Derek Bell, and Frank Williams Piers Courage's Brabham-Ford DFV BT24 and Malcolm Guthrie's Vegantune twin-cam Brabham BT24B.

Leo Geoghegan had his Lotus-Repco 39, as raced in New Zealand, this car is now doing its fourth Tasman Series. The only other car to have raced in New Zealand was the Frank Gardner driven, Alec Mildren entered, Alan Mann built 2.5 Mildren-Alfa V8. Alec Mildren backed up this car with two further entries, Australian champion Kevin Bartlett in the 1968 Gardner Tasman Brabham-Alfa BT23D V8, and Australian 1.5-litre champion Max Stewart in Mildren's four valves-per-cylinder 1.6-litre Mildren-Alfa, a car built in Australia by Bob Britton and Mildren's team. There was one more full 2.5-litre Tasman car, the ex-Mildren Gardner 1967 Brabham-Climax BT16 of Col Green.

F2 McLaren-FVA M4As were entered by Neil Allen (both car and driver having recovered from their frightful accident at Lakeside six months ago) and Tony Osbourne, whose car was driven by Alfredo Constanzo. The only driver from Queensland in the race was Glyn Scott in his FVA-powered Bowin P3. The final entry was by 1961 Australian champion Bill Patterson, for his latest

protégé Henk Woelders, whom he had provided with a twin-cam 1.6-litre Elfin-Ford 600B

• PRACTICE

THE Australian customs proved to be a large obstacle for some of the cars: the Ferraris got through quickly but the Lotuses were held up. Without the usual two-week break between the last NZ race and the first in Australia, the time lost was vital, and while the Ferraris were being prepared for Lakeside at Scuderia Veloce Motors the Lotuses were out of reach. As a result the Ferraris were ready for practice on the Friday before the race, when the track was made available, although marshalling and other facilities weren't really provided.

Amon's Ferrari was fitted with a solenoid-operated device to give him control over his wing, but Bell had to make do with the fixed set-up. In all the Ferraris did a little over 60 laps on the Friday, with Amon quickest at 52.5 s, 102.86 mph, 1.8 secs quicker than the outright circuit record, held by Leo Geoghegan and Kevin Bartlett. Bell got down to 53.3, and other times recorded were 54.6 by Bartlett, 54.9 by Gardner, and 55.5 by Allen.

There were two official sessions counting for grid positions on the Saturday. The first was missed by the Lotuses; they were playing permutations with engines, Piers Courage's spare going into Hill's car, Hill's old engine into Rindt's, and Rindt's old one out altogether.

With Amon's Friday time as a goal, official practice began. Courage's Brabham-Ford looked and sounded good, and in the absence of the Lotus team he was the only one who looked like getting close to the Ferraris. Amon was again the only one to beat 53 secs, and he put in half a dozen laps under that time, his best being 52.3. Bell impressed with a lap at 53 dead, while Courage was 0.3 sec slower than Bell and 0.4 sec quicker than Gardner.

The rest of the times for the first session were as follows: Bartlett, 54.2; Geoghegan, 54.7; Allen, 55.2, quickest of the four-cylinder cars; Stewart, 55.3; Constanzo, 56.2; Scott, 57.0; Woelders, 57.1; Green, 59.1; and Guthrie, 60.7.

About 2½ hours later the second practice session began, and the Gold Leaf Team Lotus cars arrived just in time. Amon once again slipped under 53 secs, and lapped consistently better than this, repeating his earlier 52.3, 103.25 mph. Courage had an alarming moment while passing Allen on the Dunlop straight, and was not particularly consistent in this session, but nevertheless he took the spot next to Amon on the grid with a time of 52.5.

The Lotus 49s were soon circulating, Rindt's engine sounding rather rough but Hill's somewhat better. This showed up in the lap times, as the World Champion took third place on the two-by-two grid with a time of 52.6. Rindt could only equal Bell's first session time of 53 dead, but the latter was a little slower than before. Gardner took the Mildren (Alan Mann's FA F5000 prototype?) round in 53.4, 0.4 sec ahead of Geoghegan, who was the quickest of the local drivers in the only Repco-powered car in the race. Bartlett could not improve on his first session's time in the Brabham-Alfa, but almost everyone else did manage to do so. Next quickest after Bartlett was Allen's McLaren, again quickest of the F2 cars at 54.8.

Right at the end of practice Hill had a moment when his wing support broke, and he came into the pits via a cross-country route to have it removed. The left-hand support had given about a foot up from the bottom, and the whole thing was leaning back at a very non-standard angle. After practice the mechanics had to search for an elusive misfire in Rindt's engine, and they replaced the big 49B-type wing on Hill's car which had broken with the earlier narrow 49 wing he



Kevin Bartlett made his first appearance in this year's series with the Mildren team's 1968 Brabham-Alfa BT24D, but he was put out of the race with a blown head gasket.



machinery.

had used in New Zealand. There wasn't enough time to make the wing adjustable and so, with Amon also using a fixed wing despite the system that had been rigged on his car, only Rindt had a flapper.

The Ferraris had obviously benefited from their extra days out of the clutches of the customs and were in good shape, while the Lotus team were struggling to get everything finished. The Ford engine situation was more than a little desperate as, between the three cars of Courage, Hill and Rindt, there were three engines, and Rindt's was really sick. There was talk of flying an engine man out from Cosworth with a baggage load of bits to get them all going again.

Practice troubles diagnosed and hopefully fixed in the various other camps included some fuel pump fiddling on Gardner's Mildren, a new pressure cap for the cooling system on Bartlett's Brabham-Alfa, a wing and fuel injection adjustment on Constanzo's McLaren, and little more than routine checking on the Ferraris and Courage's Brabham, although Amon had a larger radiator fitted. Much experimenting with springs on the Amon Dino had given improved handling—the car had not been at all right at Teretonga

—and the springs used for the race would, it was hoped, allow a little more benefit to be gained from the wing.

The grid for the 34th Australian Grand Prix was made up of 15 cars:

Courage	Amon
Brabham-Ford	Ferrari V6
52.5 s	52.3 s
Bell	Hill
Ferrari V6	Lotus-Ford
53.0 s	52.6 s
Gardner	Rindt
Mildren-Alfa	Lotus-Ford
53.4 s	53.0 s
Bartlett	Geoghegan
Brabham-Alfa	Lotus Repco
54.2 s	53.8 s
Stewart	Allen
Mildren-Alfa	McLaren-FVA
55.3 s	54.8 s
Scott	Woelders
Bowen-FVA	55.7 s
56.0 s	Constanzo
Green	McLaren-FVA
Brabham-Climax	56.0 s
59.1 s	Guthrie
	Brabham-Ford
	59.5 s



Piers Courage pulls his Brabham away from the red Ferrari of Chris Amon after passing him on lap 3

Teretonga Park: Courage closes the gap

Piers Courage (Brabham-Ford) scores a convincing first Tasman win
— Rindt wins heat, but fails on grid — Hill second for GLTL

By PETER GREENSLADE

Photography by EUAN SARGINSON

AFTER knocking at the door in the first three New Zealand rounds of the Tasman Series, Piers Courage finally had it opened to him at Teretonga Park, Invercargill, on January 25 when he grasped the lead on the third of the 62 laps and increased it as he liked to bring home the Frank Williams Brabham BT24 18.4 secs ahead of none other than World Champion Graham Hill, who turned out to be the sole Gold Leaf Team Lotus contender in the fourth and final NZ round of the series. Third, and only 3 secs back, was Ferrari team-leader Chris Amon. Fourth, a lap down, was Frank Gardner in the 2.5 Mildren-Alfa, and a further lap behind came Ferrari's newcomer, Derek Bell. There were a lot of people who believed that this would be a Gold Leaf Team Lotus benefit headed by Jochen Rindt who, in the morning preliminary heat, had bettered the late Jim Clark's 1968 lap record by 2.1 secs—to make it 57.9 s for the twisty 1.6-mile circuit. Rindt, in pole place, broke a driveshaft as he let the clutch in at the start, was booted out of the way by Bell with three hard pushes and was sidelined before the action really started. Courage made fastest race lap at 99.39 mph, and when he loped up to the chequered flag the 13,000 people on hand, many of whom had seen him turn in his first factory drive with BRM a couple of years ago, gave him a tremendous hand.

ENTRY

WITH the exception of Leo Geoghegan, who had flown back to Australia immediately after Wigram, all the 1969 Tasman contenders appeared at Invercargill for the fourth and final NZ round in the seven-race series.

The 24 Ferrari V6s were in regular trim, and so was Rindt's Tasman version of the Lotus 49B. The GLTL mechanics have lost a lot of sleep so far during this campaign and the pressure was still on. They updated Hill's older Lotus 49, replacing the original ZF gearbox with a Hewland, the complete unit, along with driveshafts and other bits, having been flown out from England in time for the work to be completed late on the Thursday afternoon prior to the race. The engine was the one used at Wigram, the other two spares being unserviceable. That removed from the 49 Rindt crashed at Levin was found to have a broken crankshaft, while the other had an off-true cam in the fuel injection metering system. Mating up the Hewland in the shorter and older chassis left the driveshafts angled back slightly, but this

arrangement presented no problems.

The Mildren Alfa looked none the worse for its Wigram first lap shunt, but during the week it had sprouted a couple of new spoilers. Courage, who had had his patron Frank Williams supporting him in the first two races and Rob Walker in the third at Wigram, arrived on his own, Williams having flown home after Levin and Walker having left New Zealand the day after Wigram. His 2.5 Brabham Cosworth BT24 looked as immaculate as ever, while, by comparison, the factory entries were starting to look a spot to-l-mo. As far as the residents were concerned, there were no innovations and everyone looked tolerably happy.

PRACTICE

THE overseas contingent and some of the leading NZ lights rolled out to the 1.6-mile circuit for unofficial runs on the Thursday afternoon. One of the first to fire up was Gardner, who fairly quickly returned a 60.6 s lap—0.4 sec inside the lap record. Work was still proceeding on Hill's car, but Rindt was on hand to keep the Gold Leaf flag flying, and in typical fashion became acclimatised

to the world's southernmost racing circuit in double quick time. After a few exploratory laps he returned 59.1 s and then rapidly came down to 58.9 s.

Courage, who is no stranger to Teretonga—he had his first works drive for BRM there in a 2-litre V8 back in 1967 and returned with the F2 McLaren last year—finally came up with 59.3 s and seemed content. When Amon got down to serious business he started off with 59.9 s and kept chopping off the tenths until he finally achieved 59.2 s just before the end of the session.

Gardner, having changed ratios after his early appearance, did a 59.4 s and there were some broad smiles in the Mildren camp. Just when everyone was due to pack up for the day, Hill turned up in the paddock with his modernised car and the session was extended 15 mins or so to give him a chance to find his way around. This was very much an exploratory mission and in the little time available he took things quietly, his best tour being in 61.8 s.

The following morning business started in earnest as everyone turned up bright and early to register his best possible time in an effort to gain one of the prime positions on the starting grids for the two preliminary 1.6-mile heats. Apart from providing the customers with two opportunities of seeing the stars in action, these heats were used to determine grid positions for the main business of the day. The actual positions were allotted on the actual individual race times in the heats.

Within minutes of the start of the 90-min qualifying session it became obvious that anyone who was going to be in the hunt would have to keep consistently below the 60 s mark. This is almost exactly what Rindt, Hill, Amon, and Courage proceeded to do. The wings really appeared to come into their own and the cars looked exceptionally

stable, although on the twisty bits the men who were really trying were working very hard. It was not long before the word went round that Rindt had turned in a 59 s tour. That was 97.7 mph. Then the others followed. The people who counted then moved into the 58-59 s bracket and they were all piling up the laps in a manner which had some of the more timorous officials wondering whether the cars would actually last long enough for race day itself.

Next news was that the 58 s barrier had been broken, although no one seemed quite sure who was the first to achieve it. This represented 99.39 mph and set the mathematicians working, for the lap speed table in the office programme only came down to that figure!

In any case things were happening so fast that there wasn't enough time to work out the sums and in the timekeeper's stand the word went round that Courage, Rindt, Amon and Hill were knocking at the 57.5 s mark.

Then the session ended and everyone sat back to await the news. It was not long in coming: Courage 57.2 s; Rindt 57.3 s, Hill and Amon 57.4. They were all over the "ton," Courage's actual speed being 100.7 mph. There was a look of absolute disbelief on Courage's face. A second check was made and it was found that two of the timekeepers, working quite independently, had the same figure. Piers was still unconvinced, but was happy to accept the official decision. The other three seemed quite content. Bell had managed a very respectable 58 s and Gardner was 0.5 s slower.

Needless to say this quintet was streets ahead of the rest. Laurence Brownlie, taking full advantage of the fact that he was racing on his home track for the first time in more than a year, headed the residents with 61.7 s, 93.4 mph. Roly Levis in the other F2 BT23C Brabham made 62.1 s and Lawrence with his McLaren M4A had just shaded him with 62 s. The amazing Graham McRae with his 1.5 McRae-Ford 1.6 headed off the remainder with 62.2 s, well clear of the rest of the 1.5 boys, led by Allan McCully (1.5 Brabham-Ford) who registered 63.4 s.

So the final session ended. Conditions could not have been better, for the day was cool with an overcast sky and the track was

generally in good condition. Everyone headed back to the city agog that in the course of a year the circuit had seen a lap speed increase of 6.2 mph compared with Clark's record. Even the drivers found it hard to believe.

HEATS

As the most notable landmark between Tere-tonga Park and the rest of the world happens to be the South Pole, there was happiness in every face on race day when the only thing wrong with the climate was a chill wind.

Proceedings started with the two 10-lap preliminary heats, the first being for the serious Tasman men and the other the penultimate round in the 1500 NZ National Formula championship.

Rindt had pole position and shot off to win as he liked with Courage tagging along in workmanlike style. Amon held third spot all the way, with Bell and Hill disputing fourth place. Hill asserted his authority at the half way mark. Gardner was content to more or less keep with it and watch the action and must have been surprised, as indeed was Bell, when Hill, in the final round, faded badly; the trouble was a lack of fuel. So Rindt won with Courage second, Amon third, Bell and Gardner next, and a rather disgruntled Hill, sixth, ahead of NZ residents Lawrence and Levis.

Rindt averaged 97.05 mph, established the new 57.9 s lap record, obtained the pole position for the bit that mattered and looked favourite, particularly after his Wigram win seven days earlier.

The second heat turned out to be yet another benefit for Graham McRae with his 1.5 McRae. He led from start to finish and Dert Hawthorne (1.5 Brabham), Ken Smith (1.5 Lotus) and Allan McCully (1.5 Brabham) never had a look in. All the same McRae's average of 88.5 mph looked a bit puny compared with Rindt's 97.05 mph.

Rindt's effort had produced a new Tere-tonga lap record of 57.9 s—fractionally less than 100 mph. In contrast McRae's fastest lap was 64.1 s.

Rindt 9 m 53.8 s	Courage 9 m 56.3 s	Amon 9 m 58.4 s
Bell 10 m 7.4 s	Gardner 10 m 8.2 s	
Hill 10 m 9.3 s	Lawrence 10 m 41.6 s	Levis 10 m 43 s
McRae 10 m 51.7 s	Hawthorne 10 m 54.6 s	
Smith 10 m 36 s	McCully 11 m 1.2 s	Dawson —
Michelson —	Guthrie —	
Murdoch —	Keen —	Kudrich —
Oxton —	Brownlie —	

RACE

THERE was not much more than a convulsive shudder from Rindt's car when the flag dropped. Courage, wheels spinning, went off in a cloud of smoke, but was shadowed by Amon. Gardner was also prominent, but Bell was blocked. He hit the Gold Leaf car once, twice and then a third time, riding up over its right rear wheel with his left front and damaging the Ferrari's nose spoiler in the process. But at least Bell cleared himself a path to be last to join the race as poor Rindt, a driveshaft shattered, was pushed away.

The field rushed into the hairpin and it was Amon in front with Courage, Gardner, Hill, Levis, Lawrence, Hawthorne, Red Dawson in his elderly 2.5 Brabham Climax, McRae, Laurence Brownlie (1.6 Brabham-FVA BT23C), McCully and then David Oxton and Malcolm Guthrie in their 1.5 Brabham-Fords. This remained the order at the end of the first tour and, as Rindt's car with its broken driveshaft was pushed back to the paddock, Bell pitted to have the damaged spoiler removed.



start to second place... before the end, ahead of Amon.



Winner Piers restores the issues after the action with a pull at the milk bottle.

The order did not change, but in the third lap Courage took Amon and these two began to draw away a little from Gardner, who was moderately well clear of Hill, Levis, Lawrence and the other residents were already finding the pace tiring and were drifting back as the front runners forged ahead. Barry Keen in George Begg's new 1600 cc Lotus 1/2-engined monocoque (the engine is secured Lotus fashion to the back of the monocoque) was in the pits after three laps.

With six laps gone the order up front remained the same, although Courage was now drawing away a little from Amon. Further back, Brownlie had forged ahead of Lawrence to be sixth, while McRae had abandoned with clutch trouble.

Courage made his ninth lap the fastest of the race at 58 s and it was then evident that the Frank Williams car was more than a match for the Ferraris, with every round, Piers drew just a little further ahead. By the

time 18 had been completed the gap between Courage and Amon had widened to 8 secs. Three laps later it was 11 secs and so it went on; meanwhile Graham Hill began to close in on Gardner, but the Australian was not giving anything away and it was not until lap 33 that the champion finally slipped into third place. In the meantime, Courage and the other front runners had begun doubling some of the better placed New Zealanders, including Brownlie who was running seventh behind Levis. Lawrence had followed in the wake of McRae with clutch troubles also.

The race had now become rather processionary with Courage secure in front and obviously being the quickest and smoothest in the twisty back stretches of the course. Amon's Ferrari was not handling well and Bell's lacking the nose spoiler looked a lot worse, understeering badly in some of the turns. Nevertheless Ferrari's new boy was acquitting himself well for, from being at

the tail of the field on lap 1 he worked himself up to fifth place in 16 laps and from then on kept comfortably ahead of the rest of the pack.

With 44 laps gone, Courage was 21 s ahead of Amon and Hill, now made his move. Under pressure Amon began to hurry up and whittle the margin to Courage away by fractions, but Hill was not to be denied and moved into the Ferrari's slipstream around lap 47. Amon held on until the end of the 53rd tour when Hill took him just beyond the start-finish line on the main straight.

There was no question of Hill catching Courage, who proceeded to lap Gardner at the end of his 58th tour. Then the order was Courage, Hill, Amon, Gardner, Bell a lap behind the Australian. Levis, now well ahead of Brownlie who had lost valuable seconds in an off-course excursion at the entrance to the main straight, Oxon headed the rest, being some way ahead of Hawthorne, who had lost ground when a bee found its way under his goggles.

So the race ran out with Courage a most convincing winner and, indeed, a jubilant one. His name well-earned Tasman points opened up the series to heighten interest in the final three Australian rounds.

Southwest Tasman International, Invercargill Tasman Series round 4

82 laps, 98.26 miles

- 1. Piers Courage (2.5 Brabham-Ford BT24), 61 m 14.4 s, 97.38 mph
- 2. Graham Hill (2.5 Lotus-Ford 40T) 61 m 32.8 s
- 3. G. Amon (2.4 Ferrari V6) 61 m 25.8 s
- 4. Frank Gardner (2.5 Mclaren-Alfa Romeo), 61 laps
- 5. Derek Bell (2.4 Ferrari V6), 60 laps
- 6. Roy Levis (1.6 Brabham-FVA BT23C), 59 laps

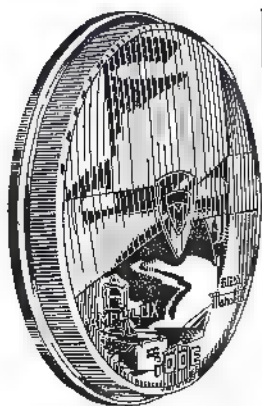
Fastest lap, Courage, 58 s, 99.30 mph. Note: Jochen Rindt (2.5 Lotus-Ford 49B) set a lap record of 57.9 s in preliminary heat.

Tasman points: Amon 26, Courage 22, Rindt 15, Hill 12, Bell 7, Gardner 7, Geoghegan 5, Lawrence 3, Levis 2, McRae 1.



Rod Dawson (2.5 Brabham-Climax) feels the heat of Courage's breath on his neck as Courage laps the backmarkers.

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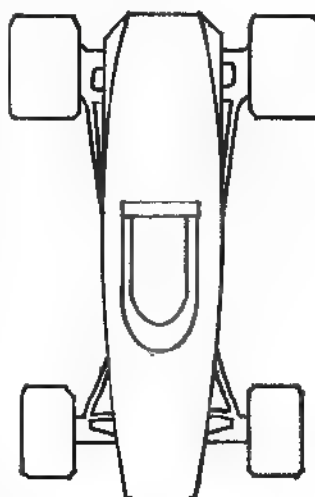
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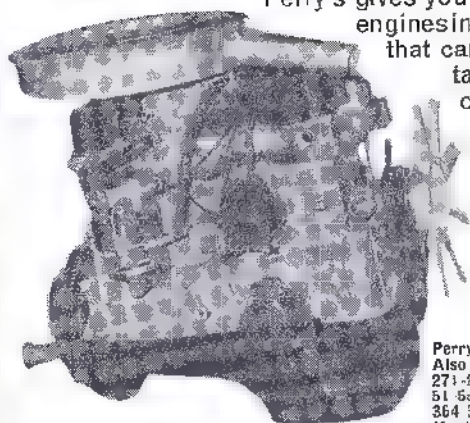


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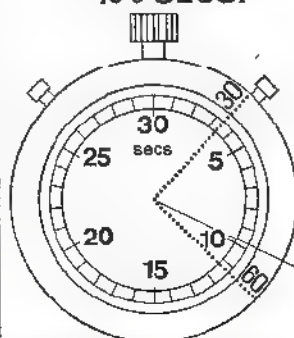
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Figures Obtained using 1600 Gearbox





ROAD TEST

by John Bolster

Triumph 2.5 PI

Luxury and torquey performance

THE Triumph 2000 has been a very successful car right from its introduction more than five years ago. It would perhaps be fair to say, however, that it is more often bought for its luxurious bodywork and six-cylinder refinement than for its performance figures. Now, the same 4-door saloon, with only minor styling changes, is available as an additional model with the potent 2.5-litre fuel-injection engine of the TR5 and 6 sports cars. Obviously, the very great power increase simply transforms the car, but there is much more to it than that.

A too sporting engine becomes tiresome in a saloon, especially one already renowned for its good manners in town. Accordingly, the power unit has been slightly detuned and even greater punch has become available at low speeds. A camshaft with 20 deg less

overlap and a different exhaust manifold are the main ingredients, the fuel injection equipment also having changed settings. This "softer" engine still gives a net output of 132 bhp at 5450 rpm, but much more important is the stupendous maximum torque of 153 lb ft at only 2000 rpm.

The engine therefore operates effectively over as wide a band of revolutions as a big American V-8, but as it has a long stroke and six-cylinder crankshafts tend to "run into torsionals" when over-revved, an ignition cut-out set at 5800 rpm keeps the careless driver on the safe side of the 6000 rpm limit. With a very smooth engine such as this, and in the absence of a rev counter, this cutout is a most useful refinement which ensures long engine life. Naturally, the petrol injection engine can pull a much higher gear than the

smaller carburettor unit, and so the 4:1:1 final drive is replaced by one of 3.45:1 ratio. Thicker brake discs also look after the greater speed potential.

The rest of the car follows the 2000 specification, with MacPherson front suspension and semi-trailing arms behind. The 4-door body is well appointed and the standard of the interior would not displease the man who is used to the most costly cars. There is plenty of room for the tallest driver and the very comfortable front seats fold down to form a bed if desired. Three people can be accommodated on the rear bench when the central armrest is folded.

Cold starts are reasonably quick, but thereafter the rich mixture control must be pushed home gradually or the engine will stall. Starting with a hot engine sometimes requires



Bolster shows the car's attractive profile as he accelerates hard during performance tests.

much spinning of the starter, but there is never any doubt about it. I usually deplore the absence of a starting handle, but the PI engine is certainly not one that would start on the first pull-up every time.

The engine is very quiet indeed and idles so smoothly that one often thinks it has stopped. There is rather a lot of lost movement on the accelerator pedal before the engine picks up, and this makes really smooth driving difficult until one is used to it. Once on the move, the flexibility is almost beyond belief, the car accelerating from a crawl in top gear but it also performs in a very lively manner when the indirect gears are used. It seems almost unnatural to be seated in such a roomy car and yet to have the responsiveness of a sports 2-seater.

The test car had the optional overdrive, which gives about 100 mph cruising at about 4000 rpm. It also extends the range of third speed from 80 to 100 mph before the cutout discourages further excesses. Normally, the Triumph is a little faster on direct top than on the overdrive and it will just about reach an honest 110 mph. Under slightly favourable conditions, however, it will attain 112 mph or a little more on the overdrive, but this is strictly a one-way speed. Probably the average owner will never drive so fast, but he will revel in the acceleration, which is such a potent safety factor.

At first, the gearchange seems unfriendly and the synchromesh has rather an obtrusive blocking action. After a few hours of driving, however, this effect is less noticeable and very fast changes are certainly possible. It was necessary to snatch reverse on the test car, but this may not be typical. The brakes are truly excellent, even the hand lever working well.

Heavy steering

My only real criticism of this good car concerns the steering. It handles well at speed, but for low-speed manoeuvres it is definitely on the heavy side. In every other respect, the machine is perfect for women drivers, but they would not find it an ideal shopping car for this rather trivial reason. The faster driver would also notice this when pushing the car round hairpin bends, and it is probably not unconnected with the adoption of radial ply tyres.

The car handles very well with high cornering power. The adhesion is excellent, both

Specification and performance data

Car tested: Triumph 2.5 PI 4-door saloon, price £1445. Pk 5d, overdrive £25 5s 7d, including PT.

Engine: Six-cylinder 74.7 mm x 86 mm (2498 cc) Pushrod-operated overhead valves. Compression ratio 9.5:1 132 bhp (net) at 5450 rpm Lucas fuel injection.

Transmission: Single dry plate clutch, Four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.385, 2.1 and 3.3:1. Laycock overdrive, ratio 0.82:1. Hypoid final drive ratio 3.45:1.

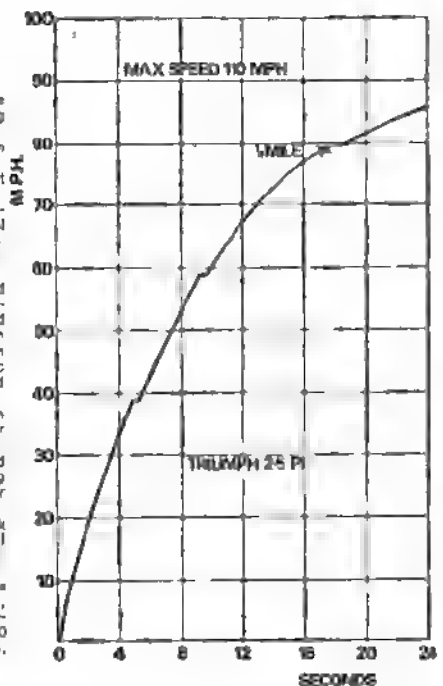
Chassis: Combined body and chassis in pressed steel. Independent front suspension by MacPherson struts and lower wishbones. Rack and pinion steering. Independent rear suspension by semi-trailing arms. Disc front and drum rear brakes with vacuum servo. Both on disc wheels concealed with decorative trim, fitted 185 SR 13 mm radial ply tyres.

Equipment: 12 volt lighting and starting with alternator, Speedometer, Ammeter, Water temperature and fuel gauges, Clock, Heating, demisting and ventilation system. Two speed windscreen wipers and washers, Flashing direction indicators, Reversing lamps, Cigar lighter, Radio extra.

Dimensions: Wheelbase, 8 ft 10 1/2 ins. Track (front) 4 ft 4 1/2 ins. (rear) 4 ft 1 1/2 ins. Overall length 14 ft 6 1/2 ins. width, 5 ft 5 1/2 ins. Weight 1 ton 3 cwt 56 lb.

Performance: Maximum speed, 110 mph. Speeds in gears: Overdrive third 100 mph, third, 80 mph second 56 mph, first 38 mph. Standing quarter mile 17.5 s. Acceleration 0-30 mph 3.5 s 0-50 mph 7.2 s 0-60 mph 9.0 s, 0-80 mph 15 s.

Fuel consumption 18 to 26 mpg.

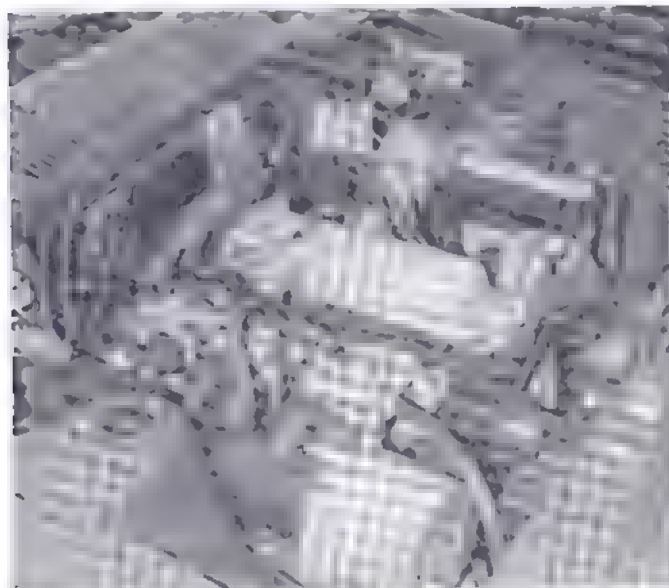


on wet roads and dry, and though the basic characteristic tends towards understeering, there is enough power to alter that. Naturally, the tail can be kicked out on wet roads, but the traction is exceptional, very fast starts being possible on greasy surfaces, thanks to the independent rear suspension, which also works well on bumpy surfaces. On rough country lanes, the passengers feel some up and down movement, but the Triumph rides well on typical British roads.

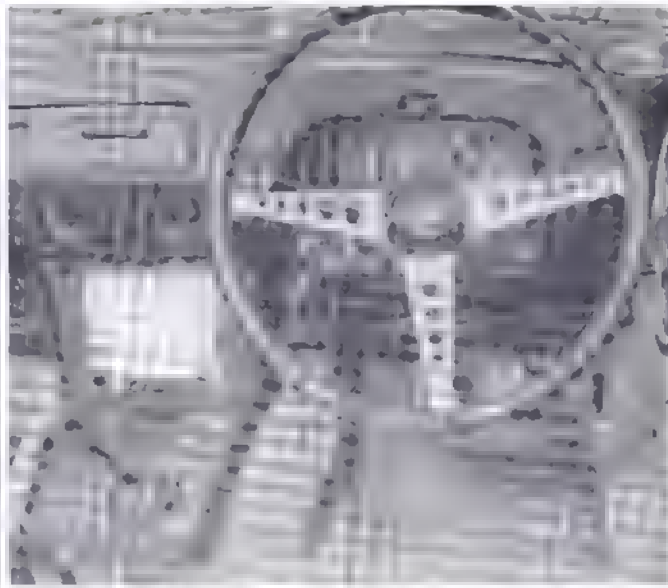
The quiet engine is matched by silent transmission, neither the gearbox nor the hypoid being audible on the test car. The absence of road noise is also most praiseworthy. The fuel consumption may be over 25 mpg if the full torque possibilities are exploited on direct and overdrive top gear, alternatively, it can be less than 20 mpg if peak revs are habitually enjoyed on the gears. The heating

is powerful and effective, with excellent ventilation which can be focused where it is wanted and which has a booster for slow speed use. In spite of the extractor arrangements, the rear window does tend to mist up and electrical heating wires would be a worthwhile extra.

The Triumph 2.5 PI closely resembles our old friend the 2000, if one ignores the rather gay wheel trim, yet its air of respectability cloaks a performance potential which places it in an entirely different class. The fuel-injection six-cylinder engine has a refinement which no 'four' can approach, and the finish of the car is in keeping with its sophisticated engineering. In spite of its advanced specification it is by no means costly, and it will appeal to prospective buyers who expected to have to pay more for such a combination of speed and luxury.



Despite its boxy appearance, the Triumph 2.5 PI is a very capable car.



The steering wheel and dashboard are both well finished.



CYD WILLIAMS

"There's no point in going motor racing if you're not going racing quickly."

COCKPIT CAMEO

By JUSTIN HALER

WITH so many determined young drivers chasing a mere handful of top rank works drives, it is always difficult to predict who will ultimately make the grade. However, for any driver who finishes third overall in an important national single-seater championship, there must be some hope. Cyd Williams, the Welsh-born Northern driver, came third in the Lombank F3 championship in his first season of serious racing, and one will not be at all surprised to see him achieving successful things in international F3 this year.

Small, shy Cyd Williams has always been interested in sport. In his youth he excelled at swimming and athletics and had a great liking for cars. On leaving school he joined a Ford main dealers as an apprentice mechanic. He gradually became more involved with cars, and he used to go and watch races at Oulton Park. Gradually he got more and more determined to take part himself, so at the end of 1965 he decided to take the plunge and got a brand new Lotus Cortina. He entered a high speed trial with the car in bog standard trim and then set about converting it into a proper racing car over the winter.

He continued to race the Cortina in moderate state of tune with modified cylinder head,

and in April 1966 he met Hugh Goodwin, who was also racing a Lotus Cortina. Cyd, in his helpful way, suggested some modifications to Hugh, and the result was that Cyd started to help out Hugh and Ken Coffey with the preparation of their Lotus Cortinas. During 1966 his own racing included two wins and 11 second places, but ended rather badly in October at Brands Hatch when he wrote off the car at Clearways. Ultimately it was rebuilt by September 1967, but when it finally did reappear Cyd only did two races with it before selling it. His only other outing of any note that year was at the Spa 24 Hours, where he co-drove a Goodwin Cortina with Natahe Goodwin, finishing, but not well placed.

Natahe Goodwin, after racing an F3 Brabham BT21 in 1967, decided to field two BT21s for 1968. As Charles Chrichton Stuart had retired from racing and the Goodwin team, Cyd came to be offered the drive. His initial performances were relatively slow as he learnt the technique of F3—"it was completely different from saloon racing and I spent my time trying to learn how far I could take the car." His early races were also not helped by the fact that the car, the ex-Lythgoe BT21 which had previously been driven by Dave Berry, was very badly set-up. David Preston, who

himself had quite a bit of Brabham experience, tried it and said that it was not at all right. Various mods were carried out by mechanic John Bather and then suddenly one weekend in May, Cyd Williams really arrived when he beat a full F3 field including Peter Gethin, Tony Lanfranchi and John Miles in a Lombank F3 championship round at Oulton Park. The following day he made it a double by winning the Mallory Park round. At the time he only had one set of tyres—skinny wet weather Dunlop 970s. Natahe Goodwin was abroad racing at the time and she had hardly expected that his driving would warrant full equipment yet. "I had left him at home to get some experience and I suddenly heard the news from Rodney Bloor. People were saying: 'What's happened to your driver?'" Bloor offered to lend him some proper wide tyres if he needed them, but soon he got his own set.

From then on his driving improved immensely, probably because he had established confidence in himself. He scored another Lombank win at Mallory Park and shared a new 100-plus mph Mallory lap record with Tim Schenken after a very exciting carve-up with Schenken and Tetsu Ikusawa. Throughout the rest of the year his races were hall-marked by smooth, tidy driving, and a consistent habit of keeping out of other people's way and getting on with the racing.

For 1968 Natahe Goodwin had intended to limit his activities solely to British F3 club events, but as he went so well Natahe started to enter him in all the British internationals, and in September he even ventured out to Montlhéry, where only continual bothers prevented him from putting up a creditable performance. In 1969 he will continue to drive in F3 for the Goodwin *équipe*, but with a new Brabham BT28. He will now concentrate on the major international races—and Natahe has promised him "the best of everything," which means that the team will probably buy an example of the R69 Holbay, Lucas and Felday engines. With the prospect of a co-drive in a G4 Chevron BMW now is the time that 28-year-old Cyd will either realise his ambition to get into F2 or even higher forms of racing or resign himself to club racing.

Despite his quiet, unassuming manner, he has no doubts about where he is going in racing—"there's no point in going motor racing if you're not going racing quickly."



Cyd Williams holds a narrow lead over Tony Lanfranchi's Merlyn Mk 14 at a mid-season Lombank round at Oulton Park. Cyd soon got used to driving in F3 and usually his orange Goodwin Brabham was near the front.


Capri (Cāp̄rī), 1. Island in Bay of Naples in Napoli province, Campania, Italy, 3·9 mi. long 1·8 mi. wide, 4 sq. mi. in area.
2. Name of new range of sporty Ford fastback saloons.

Cinturato (chĩntũrah̃tō)n. Tyre manufactured by Pirelli Limited of the radial ply variety. Formerly only available in Italy, since produced for a number of years at Burton-on-Trent, England and now at Carlisle, England.

(When you call a car Capri
what else can you call the
tyres but Cinturato)

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In fact, the Capri is so roomy it'll even take 5 people without too much of a squeeze.

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There's one thing though that we can't allow you to tamper with.

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If it's Esso it must be good.

SEASONAL SURVEY:9

LAP RECORDS

By ROBERT FEARNALL

SINCE last year's Lap Record Survey was published, no fewer than 250 of the 481 recognised lap records have been broken and 11 equalled, due to the improvements in both racing car development and in circuits themselves.

Cadwell Park had more records broken last year than any other circuit—of the 17 records, 13 were broken. Also the largest improvement in the outright lap record time was recorded at Cadwell Park, when Dave Powell knocked 3.4 secs off the 1967 time with the Gerard Merlyn Mk 12.

Of the 20 circuits included in this survey—Thruxton and the lengthened Ingliston were used for the first time and Aintree was revived after a three-year absence—10 have records of over 100 mph and only five of the circuits did not have their outright records broken in 1968. Naturally the fastest circuit in the country is Silverstone's Grand Prix circuit with a speed of 123.82 mph, followed by the new Thruxton at 111.60 mph, the latter established by an F2 car.

Frank Gardner is credited with more lap records than any other driver with 13 records and one equalled, established at Brands Hatch (Grand Prix), Crystal Palace, Croft, Mallory Park, Oulton Park, Silverstone (Grand Prix), Snetterton and Thruxton in various cars ranging from a Brabham BT8 to the Ford F3L Prototype, via Sid Taylor's Lola-Chevrolet T70 Mk 3 and the Alan Mann Ford sacons. However, only nine of his 14 records were set up in 1968. Joint runners-up with 12 records and one equalled were Roger Nathan and Tony Dean.

Nineteen sixty-eight has seen much discussion about which is the fastest of the cheap single seater formulae, and by comparing the

FASTEST OF THE CHEAP SINGLE SEATER FORMULAE

Formula	Brands Hatch (Club)		Lydden Hill		Mallory Park (Club)		Silverstone (Club)	
	Time	Pos	Time	Pos	Time	Pos	Time	Pos
Monoposto 1001-1500 cc	55.4 s	3	45.8 s	1	38.0 s	1	1 m 03.4 s	1
F4 4	55.0 s	1	47.4 s	2	38.2 s	2	1 m 05.6 s	3
FF	55.2 s	2	49.8 s	5	39.6 s	3	1 m 08.6 s	3
Monoposto up to 1000 cc	57.8 s	5	49.2 s	3	39.8 s	4	1 m 06.4 s	2
F Vee	58.8 s	4	49.2 s	3	40.0 s	5	1 m 10.4 s	5

records established at the four circuits where records are established by all the five formulae (ie, Monoposto 1001 to 1500 cc, Monoposto up to 1000 cc, Formula Ford, Formula Vee and Formula 4 4), Monoposto 1001 to 1500 cc emerges the fastest on three of the four circuits, with F4/4 surprisingly ahead of FF, Monoposto up to 1000 cc and F Vee. The four circuits—Brands Hatch club, Lydden Hill, Mallory Park club and Silverstone club—provide a fair comparison between the fast and the slow British circuits.

Unfortunately several records in this survey have had to be classed as "unofficial," as non-uniformity by circuit owners on how a lap record is established has led to several discrepancies. For instance, an F3 car may beat the F3 record in a classless *libre* race and some circuit owners class this as a record, despite there being no F3 class. In this survey such records are discounted for all circuits. Another major problem is when ineligible cars compete in production sports car races and establish records, as at Brands Hatch (Paddock Hill circuit) when Alan

Fowler's Mercury-Ford GT broke the 1151 to 2000 cc prod sports record with a time of 36.5 secs, which was then stated to be a record (Aintree even have Lotus 7s in their prod sports races). Again, ineligible cars establishing records are ignored in this survey. However, it must be pointed out that Ingliston have different prod sports regulations and allow such cars at a Lotus Eau Plus 2 (ineligible in 1968 RAC rules) into their prod sports races.

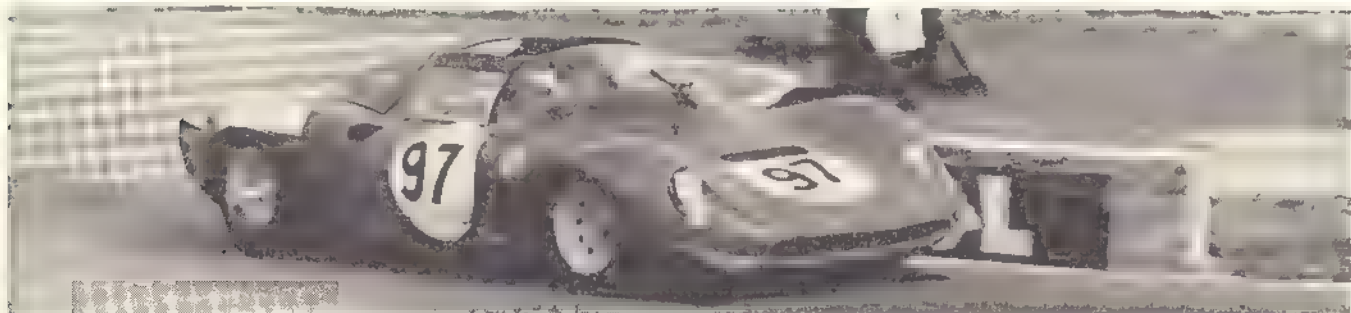
Finally, many circuits use obsolete and outdated class divisions, which are of no use to anyone except the proud holder of the record. However, for this survey all records have been compiled using the same conditions throughout, with present-day class divisions. But surely lap records are important enough for the RAC to introduce basic conditions on how a lap record is established so that each circuit must compile a list of lap records adhering to the conditions, and under sensible class divisions. Then and only then will we be able to compile a uniform list of official lap records throughout the country.



Frank Gardner (Lola-Chevrolet T70) at Silverstone



John Chatham (Healey 3000) at Silverstone



Tony Dean (Ferrari Dino 206S) at Croft.

LAP RECORDS

1

Circuit	Aintree (1.64 miles)	Brands Hatch Paddock Hill (0.65 miles)	Brands Hatch Club (1.24 miles)	Brands Hatch Grand Prix (2.65 miles)	Castle Combe (1.84 miles)	Croft (1.75 miles)	Crystal Palace (1.39 miles)	Ingliston (0.76 miles)	Ingliston (New) (1.03 miles)
Outright	John Scott-Davies (1916 Chev-BRM B5) 1 m 00.2 s, 98.07 mph	Bernard Unett and Keith Norman (both 875 V xen-imp) 35.0 s, 66.45 mph	Tony Lanfranchi (1997 Mer-lyn Ford Mk 14) and Tim Schenken (1997 Chev-BRM B9) 50.4 s, 88.57 mph	Jo Siffert (1993 Lotus-Ford 49B) 1 m 29.7 s, 106.35 mph	David Powell (1974 Mer-lyn-Ford Mk 12) 1 m 36.0 s, 84.38 mph	Bruce McLaren (1989 McLaren Chev M1B) 1 m 08.0 s, 95.65 mph	Joachim Rinde (1994 Brabham-Ford BT23C) 51.8 s, 96.60 mph	Peter Gethin (1998 Chev-BRM B10) 37.0 s, 79.94 mph	Willie Forbes (1991 Lotus-BMW 35) and John Miles (1997 Lotus-Ford 41X) 52.4 s, 70.76 mph
Formula 1			Archie Scott- Brown (247) 59.0 s, 73.66 mph	Jo Siffert (2993 Lotus-Ford 49B) 1 m 29.7 s, 106.35 mph	Harry Schell* (3490 Vanwall) 1 m 13.6 s, 90.02 mph	Innes Ireland (1498 Lotus-BRM 24) 57.2 s, 87.46 mph			
Formula 2			Tony Marsh (1475 Lotus-Climax 18) 56.4 s, 79.15 mph	Jochen Rindt (1594 Brabham-Ford BT23A) 1 m 32.6 s, 103.02 mph	Bob Gerard** (1971 Cooper-BRM Mk 2) 1 m 16.2 s, 86.92 mph	Jochen Rindt (1594 Brabham-Ford BT23C) 51.8 s, 96.60 mph			
Formula 3	Tony Dean (1997 Brabham-Ford BT15) 1 m 03.4 s, 93.12 mph		Tim Schenken (1997 Chev-BRM B9) 50.4 s, 88.57 mph	Barrie Maskell (1997 Brabham-Ford BT21B) and Howard Haerney (1997 Chev-BRM B9) 1 m 40.2 s, 80.84 mph	Peter Wasebury (1997 Brabham-Ford BT21) 1 m 07.6 s, 97.00 mph	John Miles (1997 Lotus-Ford 41X) and Tim Schenken (1997 Chev-BRM B9) 1 m 11.0 s, 88.73 mph	Chris Craft (1997 Tecno-Ford) 55.4 s, 90.33 mph	Dave Berry (1997 Chev-BRM B9) 37.6 s, 72.76 mph	
Formula Libre	John Scott-Davies (1916 Chev-BRM B5) 1 m 00.2 s, 98.07 mph	Brian Newton (1997 Brabham-Ford BT16) 37.4 s, 62.18 mph	Tony Lanfranchi (1997 Mer-lyn Ford Mk 14) 50.4 s, 88.57 mph	Frank Gardner (1498 Brabham-Ford BT10) 1 m 44.0 s, 91.73 mph	Jim Moore (1977 Cooper-BRM Mk 2) 1 m 16.2 s, 86.92 mph	Tony Dean (1997 Ferrari Dino 206S) 1 m 11.6 s, 87.99 mph	Frank Gardner (1973 Brabham- Climax B18) 58.2 s, 85.96 mph	Peter Gethin (1998 Chev-BRM B10) 37.0 s, 79.94 mph	Willie Forbes (1991 Lotus-BRM 35) and John Miles (1997 Lotus-Ford 41X) 52.4 s, 70.76 mph
Formula 4/4		Bernard Unett and Keith Norman (both 875 V xen-imp) 35.0 s, 66.45 mph	Keith Norman (875 V xen-imp) 55.0 s, 81.16 mph						
Formula Ford		Clarke Sturges (1598 Brabham-Ford BT15) 37.4 s, 62.18 mph	Tony Trimmer (1598 Brabham-Ford BT21) 55.2 s, 80.87 mph	Tim Schenken (1998 Mer-lyn-Ford Mk 14) 1 m 46.6 s, 89.49 mph	Ian Taylor (1998 Dulton-Ford) 1 m 12.6 s, 91.24 mph	Keith Wilson (1598 Russel Alexis Mk 14) 1 m 18.6 s, 80.15 mph	Tony Trimmer (1973 Brabham-Ford BT21) 1 m 01.0 s, 82.03 mph	Mark Litchfield (1598 Russel Alexis Mk 14) 41.4 s, 66.10 mph	David Walker (1598 Russel Alexis Mk 14) 57.0 s, 65.05 mph
Formula Vee	Colin Hornby (1300 Austro Vee) 1 m 14.8 s, 79.14 mph	Howard Drake (1300 Smithfield Vee) 38.2 s, 60.80 mph	Gerry Birrell (1300 Austro Vee) 56.8 s, 78.59 mph	Peter Walker (1488 s.c. ERA, 895) 1 m 59.6 s, 79.77 mph	Gerry Birrell (1300 Austro Vee) 1 m 48.6 s, 79.91 mph	Mike Hazelden (1285 Morris Vee) 1 m 25.6 s, 73.60 mph	Peter Danaher (1285 Beach Vee) 1 m 07.8 s, 73.81 mph	Nick Brittan (1285 Beach Vee) 43.0 s, 63.63 mph	
Historic racing cars pre-war	David Matville-Ross (1500 Maserati 6C s.c.) 1 m 17.2 s, 76.48 mph		Sid Day (1488 s.c. ERA, 895) 1 m 05.0 s, 68.68 mph				Hon. Patrick Lindsay (1488 s.c. ERA, 895) 1 m 06.6 s, 75.14 mph		
Historic racing cars post-war				Neil Corner (1992 Aston Martin DBR 4/250) 1 m 51.6 s, 85.48 mph	Hon. Patrick Lindsay and Charles Lucas (both 2493 Maserati 250F) 1 m 12.8 s, 90.99 mph		Bill Wilks (1971 Cooper-BRM Mk 1) 1 m 06.4 s, 75.36 mph		
Sports-racing cars up to 1150 cc	Rodney Bloor (1100 Lotus-Ford 23) and Pete Sadler (1098 Lotus-Ford 23) 1 m 07.4 s, 87.60 mph	John Morris (1098 Lotus-Ford 23) 38.8 s, 59.94 mph	Roger Nathan (1998 Nathan-imp) 55.4 s, 80.58 mph	Roger Nathan (1998 Nathan-imp) 1 m 47.8 s, 88.83 mph	Ken Crook (1098 Lotus-Ford 23) 1 m 47.8 s, 75.14 mph	George Silverwood (1148 Mer-lyn-Ford GT) 1 m 18.6 s, 80.15 mph	John Hine (1098 Lotus-Ford 23) 1 m 00.2 s, 83.12 mph	John Watson (1098 Crossle-Ford) Trevor Twissell and John Nicholson (both 1098 Lotus-Ford 23s) 42.0 s, 65.14 mph	
Sports-racing cars over 1150 cc	Hugh Dingley (2496 Brabham-Climax BT6) and Roger Nathan (1999 Brabham- Climax BT8) 1 m 02.8 s, 94.01 mph	Alan Sampson (1498 Lotus-Ford 7) 39.0 s, 59.63 mph	Keith St. John (1472 McLaren-Ford M1B) and Tony Lanfranchi (1997 Lola Chev T70 Mk 2) 53.8 s, 82.97 mph	Chris Amon (1991 McLaren-Chev M1B) 1 m 35.6 s, 99.79 mph	Tony Dean (1991 Crossle-BRM) 1 m 43.0 s, 78.64 mph	Bruce McLaren (1989 McLaren Chev M1B) 1 m 08.0 s, 95.65 mph	Tommy Hitchcock (1973 Brabham-Climax B18) 56.4 s, 86.72 mph	Howard Haerney (1998 Chev-BRM B9) 40.2 s, 68.06 mph	
Group 6 prototypes up to 2000 cc						Brian Redman (1916 Chev-BRM B5) 1 m 12.4 s, 87.02 mph			Brian Redman (1916 Chev-BRM B5) 56.4 s, 86.72 mph

[illegible]

continued

LAP RECORDS

2

Class	Antree (1.64 miles)	Brands Hatch Paddock Hill (0.68 miles)	Brands Hatch Club Circuit (1.34 miles)	Brands Hatch Grand Prix (2.65 miles)	Cadwell Park (2.25 miles)	Castle Combe (1.84 miles)	Croft (1.75 miles)	Crystal Palace (1.39 miles)	Inglston (Old) (0.76 miles)	Inglston (New) (1.03 miles)
Group 5 saloon cars up to 1000 cc				Tony Lanfranchi (1998 Hillman mp) 1 m 53.6 s, 83.97 mph			Gordon Spice (999 Mini-Cooper S) 1 m 24.0 s, 75.00 mph	John Fitzpatrick (997 Ford Anglia) 1 m 06.0 s, 75.82 mph		
Group 5 saloon cars 1001-1300 cc				John Rhodes (1293 Mini-Cooper S) 1 m 51.3 s, 85.64 mph			John Rhodes (1293 Mini-Cooper S) 1 m 21.4 s, 77.40 mph	Mick Young (1293 Ford Anglia) 1 m 04.8 s, 77.22 mph		
Group 5 saloon cars 1301-2000 cc				Frank Gardner (1594 Ford Escort e/c) 1 m 46.6 s, 89.49 mph			Frank Gardner (1594 Ford Escort e/c) 1 m 17.4 s, 81.40 mph	Peter Arundell (1594 Ford Lotus Cortina) 1 m 02.8 s, 79.69 mph		
Group 5 saloon cars over 2000 cc				Brian Muir (4700 Ford Falcon) and Roy Pierpoint (4727 Ford Falcon) 1 m 47.0 s, 89.16 mph			Brian Muir (4700 Ford Falcon) 1 m 16.2 s, 82.68 mph	Roy Pierpoint (4727 Ford Falcon) 1 m 02.5 s, 79.94 mph		
Special saloon cars up to 850 cc		Rob Mason and Stephen Marshall (both 848 Mini) 40.0 s, 58.14 mph	Keith Holland (843 Hillman Imp) 59.8 s, 74.65 mph	Bill McGovern (848 Sunbeam Imp) 2 m 00.0 s, 79.50 mph	Bob Fox (848 Mini) 1 m 55.4 s, 70.19 mph	John Peachey-Austin (848 Mini) 1 m 19.8 s, 83.01 mph	Keith Holland (848 Hillman Imp) 1 m 26.0 s, 73.26 mph	Ray Payne (848 Hillman Imp) 1 m 08.8 s, 72.73 mph		Bob Fox (848 Mini) 1 m 01.8 s, 60.00 mph
Special saloon cars 851-1000 cc	John Chappel (999 Mini-Cooper S) 1 m 13.2 s, 80.66 mph	Malcolm Leggate (999 Mini-Cooper S) 38.4 s, 60.56 mph	Bernard Unett (998 Hillman Imp) 58.0 s, 76.97 mph	Ray Calcutt (998 Hillman Imp) 1 m 54.8 s, 83.10 mph	Harry Ratcliffe (999 Mini-Cooper S) 1 m 51.2 s, 72.84 mph	Geoff Mabbs (998 Mini-Cooper S) 1 m 16.0 s, 87.17 mph	Harry Ratcliffe (999 Mini-Cooper S) 1 m 22.2 s, 76.64 mph	Alan Peer (997 Ford Anglia) and Harry Ratcliffe (999 Mini-Cooper S) 1 m 05.0 s, 76.98 mph	Logan Morrison (998 Sunbeam Chamora) 42.0 s, 65.14 mph	Bill Borrowman (999 Mini-Cooper S) 58.9 s, 62.95 mph
Special saloon cars 1001-1300 cc	Don Currie (1293 Mini-Cooper S) 1 m 08.8 s, 85.91 mph	Colin Youle (1293 Mini-Cooper S) 38.6 s, 60.25 mph	David Alexander (1820 Ford Anglia) 57.6 s, 77.50 mph	Alec Poole (1293 Wolseley Hornet) 1 m 52.2 s, 85.03 mph	Peter Hawthorne (1293 Mini-Cooper S) 1 m 46.6 s, 75.98 mph	Richard Longman (1293 Mini-Cooper S) 1 m 14.4 s, 89.03 mph	Ian Mitchell (1293 Mini-Cooper S) 1 m 20.8 s, 77.97 mph	Ken Costello (1293 Mini-Cooper S) 1 m 02.4 s, 80.19 mph	Jim Dryden and John Handley (both 1293 Mini-Cooper S) 41.6 s, 65.77 mph	John Handley (1293 Mini-Cooper S) 58.5 s, 63.38 mph
Special saloon cars over 1300 cc	John Scott Davies (4727 Corna V8) 1 m 07.4 s, 87.60 mph	Ken Dawes (1560 Ford Anglia) 39.0 s, 59.13 mph	Roger Taylor (1820 Ford Anglia) 56.8 s, 78.59 mph	Terry Sanger (4727 Corna V8) and Roger Taylor (1820 Ford Escort e/c) 1 m 51.4 s, 85.64 mph	Graham Birrell (1790 Ford Escort e/c) 1 m 48.4 s, 74.72 mph	Paddy McNally (4727 Ford Mustang) 1 m 12.8 s, 90.99 mph	Graham Birrell (1790 Ford Escort e/c) 1 m 18.8 s, 79.95 mph	Keith Holland (4727 Ford Mustang) 1 m 01.5 s, 81.23 mph	Graham Birrell (1790 Ford Escort e/c) 41.6 s, 66.77 mph	Graham Birrell (1790 Ford Escort e/c) 57.2 s, 64.83 mph
Saloon cars Mini-Selen Formula		Ron Mason (848 Mini) 41.0 s, 56.72 mph	Viv Church (848 Mini) 1 m 04.0 s, 69.75 mph			Ian Scott (848 Mini) 1 m 25.8 s, 77.20 mph				
Sports cars 750 Formula	Bill Cowley (747 Cowley-Austin Mk 3) and David Childs (600 Jensen-Healey) 1 m 19.6 s, 74.17 mph	Richard Hardie (600 Lotus Elise-Rol) 43.0 s, 54.03 mph	John Whitehouse (747 Whithorn-Austin) 1 m 03.2 s, 70.63 mph			Noel Stanbury (600 Aftermath-Re) 1 m 28.8 s, 76.31 mph				
Sports cars Formula 1200	Geoff Lomas (1172 Lomas 'K') 1 m 11.4 s, 82.69 mph	Peter Lookman (1200 Lotus Elise-Rol) 40.2 s, 57.85 mph	Arthur Mallock (1172 Lotus Elise-Rol) 1 m 00.4 s, 73.91 mph			John Bishop (997 Lotus-Ford 20) 1 m 17.4 s, 85.58 mph				
Sports cars Griffiths				David Beckett (3781 Lotus-Ford) 1 m 57.4 s, 81.26 mph		Peter Skidmore (3781 Lotus-Ford) 1 m 11.2 s, 93.03 mph	Neil Corser (3781 Lotus-Ford) 1 m 23.8 s, 75.18 mph			
Monoposto Formula up to 1000-1172 cc			Brian Jordan (997 Lotus-Ford 32.35) 57.8 s, 77.23 mph			Eddie Hessel (997 Lotus-Ford 20) 1 m 11.8 s, 92.26 mph				
Monoposto Formula 1001-1500 cc			Jim Yardley (1498 Beagle-Ford) 55.4 s, 80.50 mph			Jim Yardley (1498 Beagle-Ford) 1 m 09.0 s, 96.00 mph				

These records stand at the end of 1968. See note on preceding page for records set on the Brands Hatch club circuit so far this year.
§ Circuit has a 2-litre limit

Class	Llandow (1.00 mile)	Lydden Hill (1.00 mile)	Mallory Park Clubmen's (1.00 mile)	Mallory Park Full (1.33 miles)	Oulton Park (2.76 miles)	Bufforth (1.70 miles)	Silverstone Club Circuit (1.65 miles)	Silverstone Grand Prix (2.93 miles)	Shetton (2.11 miles)	Thruxton (2.36 miles)
Outright	Robin Darlington (1967 Kieffer-Ford) and John Davies (1954 Brabham-Ford BT14) 35.6 s, 102.85 mph	Jim Moore (1972 Kieffer-Ford) 44.0 s, 81.82 mph	Jim Moore (1972 Kieffer-Ford) 35.4 s, 101.70 mph	Dennis Hulme (1967 Lola-Chev. T70 Mk 2) 47.6 s, 102.10 mph	Jackie Stewart (1993 Matra-Ford MS10) and Chris Amon (1981 Ferrari) 1 m 30.0 s, 110.44 mph	Brian Redman (1967 Lola-Chev. T70 Mk 2) 1 m 12.8 s, 84.07 mph	Max Mosley (1994 Brabham-Ford BT23C) and Jim Moore (1972 Kieffer-Ford) 37.0 s, 101.56 mph	Chris Amon (1994 Ferrari) 1 m 25.1 s, 123.82 mph	Jackie Stewart (1994 Matra-Ford MS10) and Graham Hill (1954 Lotus-Ford 48) 1 m 28.2 s, 110.61 mph	Jochen Rindt (1954 Brabham-Ford BT23C) 1 m 16.0 s, 111.60 mph
Formula 1				John Surtees (1949 Lola-Chev. Mk 4) 50.8 s, 95.67 mph	Jackie Stewart (1993 Matra-Ford MS10) and Chris Amon (1981 Ferrari) 1 m 30.0 s, 110.44 mph			Chris Amon (1994 Ferrari) 1 m 25.1 s, 123.82 mph	Stirling Moss* (1950 Lotus-Climax 24) 1 m 33.6 s, 104.23 mph	
Formula 2				Jim Clark (1968 Lotus-Ford 32) 52.6 s, 92.39 mph	Jackie Stewart (1993 Matra-Ford MS7) 1 m 32.8 s, 107.11 mph				Jochen Rindt (1954 Brabham-Ford BT23C) 1 m 16.0 s, 111.60 mph	
Formula 3		Brian Newton (1997 Brabham-Ford BT16) 46.6 s, 77.25 mph		Roy Pike (1997 Titan-Ford Mk 3) 46.0 s, 101.25 mph	Bev Bond (1997 Brabham-Ford BT21) 1 m 39.2 s, 100.20 mph	Dave Berry (1997 Brabham-Ford BT18) 1 m 16.8 s, 76.69 mph	Morris Nunn (1997 Lotus-Ford 41) 1 m 02.8 s, 92.18 mph	François Covert (1997 Techno-Ford) 1 m 36.5 s, 109.08 mph	Morris Nunn (1997 Lotus-Ford 41) 1 m 37.0 s, 100.36 mph	Norman Foulds (1997 Brabham-Ford BT21) 1 m 23.8 s, 101.21 mph
Formula Libre	Robin Darlington (1972 Kieffer-Ford) and John Davies (1954 Brabham-Ford BT14) 35.6 s, 102.85 mph	Jim Moore (1972 Kieffer-Ford) 44.0 s, 81.82 mph	Jim Moore (1972 Kieffer-Ford) 35.4 s, 101.70 mph	John Cardwell (1997 Merlyn-Ford Mk 12) 47.8 s, 101.67 mph	Brian Redman (1967 Lola-Chev. T70 Mk 2) 1 m 38.2 s, 101.22 mph	Jim Moore (1972 Kieffer-Ford) 1 m 13.6 s, 83.15 mph	Max Mosley (1994 Brabham-Ford BT23C) and Jim Moore (1972 Kieffer-Ford) 37.0 s, 101.56 mph	Chris Sumner (1993 Lotus-Chev. 24) 1 m 36.5 s, 109.08 mph	Jim Moore (1972 Kieffer-Ford) 1 m 32.8 s, 105.31 mph	Bev Bond (1997 Brabham-Ford BT21) 1 m 27.0 s, 97.49 mph
Formula 4/4		Johnny Walker (1950 JWA Sab Mk 3) and Keith Norman (1975 Vauxhall) 47.4 s, 75.90 mph	Keith Norman (1975 Vauxhall) 38.2 s, 94.24 mph	Johnny Walker (1950 JWA Sab Mk 3) and Keith Norman (1975 Vauxhall) 53.6 s, 90.67 mph			Bernard Unitt (1975 Vauxhall) 1 m 06.6 s, 86.92 mph		Keith Norman (1975 Vauxhall) 1 m 44.8 s, 93.09 mph	
Formula Ford		Jim Hunt (1998 Russel Alex's Mk 4) and Clarke Sturges (1998 Brabham-Ford BT15) 49.8 s, 72.29 mph	Dick Barker (1998 Lotus-Ford 51) 39.6 s, 90.91 mph	Tony Trimmer (1998 Brabham-Ford BT21) 52.0 s, 93.46 mph	Claude Bourgoigne (1960 Lotus-Ford 51A) 1 m 47.2 s, 92.72 mph	David Walker (1998 Russel Alex's Mk 14) 1 m 22.6 s, 74.09 mph	David Walker (1998 Russel Alex's Mk 14) 1 m 06.6 s, 86.92 mph	Nick Brittas (1998 Austro-Vee) 1 m 10.4 s, 82.23 mph	Tim Schenken (1999 Marlyn-Ford Mk 11) 1 m 43.0 s, 94.72 mph	Bryan Sharp, Ian Foster, both McLaren (1998 Ford Mk 11) and Richard Mallock (1998 Lotus-Ford Mk 7) 1 m 33.4 s, 90.81 mph
Formula Vee		Mike Haysey (1990 Austro-Vee) 49.2 s, 73.17 mph	Nick Brittas (1990 Austro-Vee) 40.0 s, 90.00 mph	Sid Day (1988 s/c ERA "R68") 1 m 03.8 s, 76.18 mph	Bill Moss (1988 s/c ERA "R68") 1 m 59.8 s, 82.97 mph	Nick Brittas (1985 Beach Vee) 1 m 30.4 s, 67.70 mph	Nick Brittas (1990 Austro-Vee) 1 m 10.4 s, 82.23 mph	Nick Brittas (1990 Austro-Vee) 1 m 53.0 s, 93.25 mph	Gerold Pankl and Werner Riedl (both 1900 Austro-Vees) 1 m 34.2 s, 90.04 mph	Gerold Pankl and Werner Riedl (both 1900 Austro-Vees) 1 m 34.2 s, 90.04 mph
Historic Racing Cars: Pre-war					Charles Lucas (1993 Materati 250F) 1 m 53.4 s, 87.65 mph		Sandy Murray (1998 Lotus-BRM 23) 1 m 09.8 s, 82.93 mph	Bill Morris (1988 s/c ERA "R12B") 1 m 54.8 s, 91.79 mph	Colin Crabbe (1990 s/c Materati 8CM) 2 m 02.6 s, 79.58 mph	Tony Merrick (1998 s/c ERA "R1A") 1 m 41.6 s, 83.48 mph
Historic Racing Cars: Post-war					Charles Lucas (1993 Materati 250F) 1 m 53.4 s, 87.65 mph		John le Sage (1960 Lotus-C max 16) 1 m 05.6 s, 88.24 mph	Charles Lucas (1993 Materati 250F) 1 m 44.2 s, 101.12 mph	Neil Corner (1992 Aston-Martin DBR4 250) 1 m 46.0 s, 92.04 mph	Neil Corner (1992 Aston-Martin DBR4 250) 1 m 34.6 s, 89.66 mph
Sports-Racing Cars up to 1150 cc	Sean Conn (1997 Lotus-Ford 7) 43.2 s, 83.33 mph	Alan Woode (1943 Austin-Healey Sprite) 49.0 s, 73.47 mph	John Burton (1998 Ginetta-Cosworth 40.2 s, 89.55 mph)	Peter Craydon (1998 Lotus-Ford 23) 53.8 s, 90.33 mph	Paul Hawkins (1998 Lotus-Ford 23) 1 m 46.6 s, 91.36 mph	Ben Moore (1998 Lotus-Ford 23) 1 m 25.0 s, 73.74 mph	Robin Widdows (1998 Lotus-BRM 23) 1 m 05.0 s, 89.06 mph	Mike Beckwith (1998 Lotus-Ford 23) 1 m 44.8 s, 100.55 mph	John Corfield (1998 Lotus-Cosworth 23) 1 m 48.4 s, 90.00 mph	Jeremy Griffin (1998 AD Sportiva (Limax)) 1 m 38.2 s, 86.37 mph
Sports-Racing Cars over 1150 cc	Robin Darlington (1997 Lola-Chev. T70 Mk 2) 38.8 s, 92.78 mph	Alan Fowler (1994 Mercuro-Ford GT) 45.2 s, 79.65 mph	Richard Scott (1994 Elva-BMW Mk 75) 38.2 s, 94.24 mph	Dennis Hulme (1967 Lola-Chev. T70 Mk 2) 47.6 s, 102.10 mph	Dennis Hulme (1967 Lola-Chev. T70 Mk 2) 1 m 37.4 s, 102.05 mph	Brian Redman (1967 Lola-Chev. T70 Mk 2) 1 m 12.8 s, 84.07 mph	Robin Darlington (1997 Lola-Chev. T70 Mk 2) 59.4 s, 97.45 mph	Dennis Hulme (1967 Lola-Chev. T70 Mk 2) 1 m 28.8 s, 118.66 mph	Dennis Hulme (1967 Lola-Chev. T70 Mk 2) 1 m 33.8 s, 104.01 mph	Jack Oliver (1994 Lotus-Ford 48) 1 m 35.2 s, 89.09 mph
Group 6 Prototypes up to 2000 cc				Tony Dean (1987 Ferrari Dino 206S) 1 m 40.0 s, 99.20 mph				Tony Dean (1987 Ferrari Dino 206S) 1 m 35.4 s, 110.45 mph		
Group 6 Prototypes over 2000 cc				Brian Redman (1998 Lotus-Ford T70 Mk 3) 1 m 36.2 s, 103.54 mph				Frank Gardner (1998 Ford F3, Prot.) 1 m 28.6 s, 118.93 mph		

* 1961-1965 Formula 1, † 1961-1965 Formula 1. In demonstration Graham Hill (1993 Lotus-Ford 49B) and Jackie Stewart (1993 Matra-Ford MS10) both established a time of 44.8 s or 108.48 mph
 ‡ 1964 1967 Formula 2, 1600 cc F2 record, Jackie Stewart (1954 Matra-Ford MS5) 53.4 s, 91.69 mph

LAP RECORDS

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Class	Llandow (1.00 mile)	Lydden Hill (1.08 mile)	Mallory Park Clubmen's (1.00 mile)	Mallory Park Full (1.35 miles)	Oulton Park (2.76 miles)	Rufforth (1.70 miles)	Silverstone Club Circuit (1.61 miles)	Silverstone Grand Prix (2.63 miles)	Snetterton (2.71 miles)	Thruxton (2.34 miles)
Group 4 sports cars over 2500 cc				Ben Moore (1998) Lotus-C max 11(GT) 56.8 s, 85.56 mph	Chris McLaren (1997 Marcos-Ford GT) 2 m 01.2 s, 82.01 mph			John Corfield (1948 Diva-Ford GT10F) 1 m 53.4 s, 92.92 mph	Sir Jon Samuel (1948 Diva-Ford GT10F) 1 m 51.6 s, 87.42 mph	
Group 4 sports cars 1151-1600 cc				John Miles (1994 Lotus F an) 54.4 s, 89.34 mph	Jack Oliver (1994 Lotus-Ford 47 Eur) 1 m 42.4 s, 97.07 mph			Keith Burnand (1994 Lotus F an) 1 m 43.0 s, 102.30 mph	Bill Dryden (1994 Lotus F an) 1 m 44.6 s, 91.27 mph	
Group 4 sports cars 1601-2500 cc				Frank Gardner (1994 Lo a-Chev 170 Mk 3) 47.8 s, 101.67 mph	Tony Dean (1999 Porsche Carrera 6) 1 m 41.2 s, 98.22 mph			Chris Skeaping (1991 Chevron-BMW 96) and Roy Pike (1991 Porsche Carrera 6) 1 m 35.8 s, 109.99 mph	Ben Pon and Tony Dean (both 991 Porsche Carrera 6s) 1 m 37.8 s, 99.76 mph	
Group 4 sports cars over 2500 cc				Roger Nathan (1998 Nissan Imp GT) 53.0 s, 91.70 mph	Jo Bonnier (1980 Lola-Chev 170 Mk 3) 1 m 36.2 s, 103.32 mph			Denis Hulme (1998 Lotus-Chev 170 Mk 3) 1 m 29.2 s, 118.13 mph	Paul Hawkins (1972 Ford GT40) 1 m 33.8 s, 114.01 mph	
Special GT cars up to 1150 cc	John Rich (1997 GSM Delta) 46.0 s, 72.26 mph	Doug Modford (1948 Diva-Ford GT10F) 51.0 s, 70.59 mph	Roger Nathan (1998 Nissan Imp GT) 38.6 s, 93.27 mph	Roger Nathan (1998 Nissan Imp GT) 53.0 s, 91.70 mph	Roger Nathan (1998 Nissan Imp GT) 1 m 31.8 s, 80.91 mph	George Silverwood (1978 Mercury-Ford GT) 1 m 22.8 s, 73.91 mph	Roger Nathan (1998 Nissan Imp GT) 1 m 03.6 s, 88.24 mph	Wilie Green (1998 Ginetta-Chevy 12) 1 m 53.2 s, 93.08 mph	Roger Nathan (1998 Nissan Imp GT) 1 m 45.2 s, 92.74 mph	Roger Nathan (1998 Nissan Imp GT) 1 m 31.4 s, 92.80 mph
Special GT cars 1151-1600 cc	John Green (1994 Daren-Ford t c) 41.0 s, 87.80 mph	Alan Fowler (1994 Mercury-Ford GT) 46.6 s, 77.25 mph	John Legg (1994 Chevron-Ford B3) 37.2 s, 94.20 mph	Burtie Smith (1994 Chevron-Ford 88) 48.6 s, 100.00 mph	John Bridges (1994 Chevrolet 88) 1 m 40.8 s, 98.61 mph	Jack Oliver (1994 Lotus F an) 1 m 25.0 s, 72.00 mph	John Burton (1994 Ginetta-Ford G16) 1 m 01.0 s, 94.90 mph	Timothy Taylor (1994 Lotus-Ford 47 Eur) 1 m 38.6 s, 106.87 mph	John Burton (1994 Ginetta-Ford G16) 1 m 35.8 s, 101.84 mph	Jack Oliver (1994 Lotus-Ford 47 Eur) 1 m 25.2 s, 99.55 mph
Special GT cars 1601-2500 cc	Dennis Morgan (1998 MGB) 41.6 s, 86.54 mph	Alan Woode (1950 Diva-Ford GT) 50.0 s, 72.00 mph	Peter Creasey (1960 Ginetta-Climax G12) 40.6 s, 88.60 mph	Tony Dean (1987 Ferrari-D no 2063) 48.6 s, 100.00 mph	Brian Redman (1991 Chevron-BMW 86) 1 m 42.0 s, 97.45 mph	Tony Dean (1987 Ferrari-D no 2063) 1 m 16.4 s, 80.11 mph	Tony Dean (1991 Porsche Carrera 6) 1 m 01.2 s, 94.59 mph	Bob Burnand (1946 Abard-Simca 2000) 1 m 47.4 s, 98.11 mph	Chris Skeaping (1991 Chevrolet BMW6) 1 m 35.4 s, 102.26 mph	
Special GT cars over 2500 cc				Sid Taylor (1997) Lola-Chev 170 Mk 3) 36.6 s, 98.36 mph	William Green (1972 Ford GT40) 1 m 42.0 s, 97.45 mph	Tony Dean (1986 Ferrari 250 M) 1 m 22.6 s, 74.09 mph	John Woolfe 2996 (Chevrolet Repco B12) 58.8 s, 98.45 mph	Ron Fry (1972 Ford GT40) 1 m 39.6 s, 105.80 mph	Ron Fry (1972 Ford GT40) and Tony Beeson (270) Chevrolet-C max B8) 1 m 39.2 s, 98.35 mph	Ron Fry (1972 Ford GT40) 1 m 25.2 s, 99.55 mph
Production sports cars up to 1150 cc	John Northcroft (1940 MG Midget) 42.2 s, 85.31 mph	John Britten, Gabriel Konig (both 1944 MG Midgets) and Alan Woode (1943 Austin-Healey Sprite) 49.4 s, 72.87 mph	Richard Lloyd (1947 Triumph Spitfire) 40.8 s, 88.24 mph	Alan Goodwin (1938 Austin n-Healey Sprite) 54.8 s, 88.69 mph	John Britten (1944 MG Midget) 1 m 57.8 s, 84.28 mph	Richard Sutherland and David Welpton (both 1947 Austin-Healey Sprites) 1 m 26.4 s, 70.83 mph		Gabriel Konig (1944 MG Midget) 1 m 09.4 s, 83.41 mph	Alan Woode (1943 Austin n-Healey Sprite) 1 m 56.4 s, 90.53 mph	Peter Cox (1947 Triumph Spitfire) 1 m 33.8 s, 88.55 mph
Production sports cars 1151-2000 cc	Chris Boulter (1980 Marcos-Volvo 800) 42.0 s, 85.72 mph	John Britten (1950 MG Midget) 49.4 s, 72.87 mph	Chris Boulter (1980 Marcos-Volvo 800) and Chris Smith (1993 Austin-Healey Sprite) 40.4 s, 89.11 mph	John Britten (1950 MG Midget) 55.0 s, 88.36 mph	John Carden (1965 Marcos-Chevy 80) 1 m 35.2 s, 86.28 mph	Jim Hall (1966 Porsche Carrera 2) 1 m 26.2 s, 70.99 mph	Dickie Stoop (1991 Porsche Carrera 6) 1 m 08.0 s, 85.13 mph	Roger Ennever (1993 MG Midget) 1 m 52.0 s, 94.08 mph	John Britten (1950 MG Midget) 1 m 47.4 s, 96.84 mph	Roger Ennever (1953 MG Midget) 1 m 33.4 s, 90.81 mph
Production sports cars 2001-3000 cc	John Chatham (1992 Austin-Healey 3000) and Brian Jenkins (2138 Morgan + 4) 42.0 s, 85.72 mph	John Chatham (1992 Austin-Healey 3000) 50.2 s, 71.71 mph	John Chatham (1992 Austin-Healey 3000) 40.2 s, 89.55 mph	John Chatham (1992 Austin-Healey 3000) 55.4 s, 87.73 mph	John Chatham (1992 Austin-Healey 3000) 1 m 56.2 s, 85.54 mph		John Gott (1982 Austin n-Healey 3000) 1 m 07.0 s, 86.40 mph	John Chatham (1992 Austin-Healey 3000) 1 m 50.0 s, 95.79 mph	John Chatham (1992 Austin n-Healey 3000) 1 m 47.8 s, 90.50 mph	Stewart Hands (1992 Austin n-Healey 3000) 1 m 33.4 s, 90.81 mph
Production sports cars over 3000 cc	John Lewis (1981 Jaguar E) 42.3 s, 84.91 mph	John Quick (1978 Jaguar E) 49.8 s, 72.29 mph	Tony Shaw (1978 Jaguar E) 39.8 s, 90.46 mph	John Lewis and Warren Pearce (both 1978 Jaguar E) 54.0 s, 90.00 mph	John Wilson (1978 Jaguar E) 1 m 51.6 s, 89.06 mph	Henryk Synowiac (1978 Jaguar E) 1 m 26.4 s, 70.83 mph	Rob Schroeder (1978 Jaguar E) 1 m 04.8 s, 89.33 mph		Warren Pearce (1978 Jaguar E) 1 m 48.8 s, 91.99 mph	John Quick (1978 Jaguar E) 1 m 32.4 s, 91.79 mph

Clubmen's sports cars up to 1000 cc	Barry Foley (1998 Lotus BMC 7) 49.8 s, 72.29 mph	Ken Miller (1997 U2-Ford Mk 6A) 40.0 s, 90.00 mph	Ken Miller (1997 U2-Ford Mk 6A) 56.0 s, 86.79 mph	Derek Walker (1997 Lotus-Ford Mk 7) 1 m 54.0 s, 87.19 mph	Rod Mansfield (1997 D no-Ford 4) 1 m 27.4 s, 70.02 mph	Don Cooper (1998 Terrier-BMC Mk 2) 1 m 06.8 s, 86.56 mph	Ken Miller (1997 U2-Ford Mk 6A) and Rod Mansfield (1997 D no-Ford 4) 1 m 48.6 s, 89.83 mph	Hugo Tippet (1998 J2-BMC Mk 5) 1 m 38.2 s, 85.37 mph
Clubmen's sports cars 1001-1500 cc	Howard Healey (1498 Chevrolet Ford B2) 47.4 s, 71.99 mph	Tim Goss (1498 Lotus-Ford 37) 38.6 s, 93.27 mph	Howard Healey (1498 Chevrolet-Ford B2) 52.2 s, 93.10 mph	Howard Healey (1498 Chevrolet-Ford B2) 1 m 48.4 s, 91.69 mph	Brian Bull (1498 Lotus-Ford 7) 1 m 22.4 s, 74.27 mph	Joe Beavis (1498 U2-Ford Mk 46) 1 m 04.0 s, 90.45 mph	Paul Ellis (1498 U2-Ford Mk 5) and Jack Murrell (1500 DRV-Ford 7C) 1 m 43.4 s, 94.35 mph	Robert Robertson (1498 Lotus Ford 7) 1 m 33.0 s, 91.20 mph
Group 5 saloon cars up to 1000 cc			Leslie Nash (1997 Ford Ang a) 59.0 s, 82.37 mph	Leslie Nash (1997 Ford Anglia) 1 m 57.6 s, 84.32 mph			John Fitzpatrick (1997 Ford Ang a) 1 m 51.6 s, 94.42 mph	Ab Gondeman (1982 Fiat Abarth Berlina) 1 m 36.6 s, 87.80 mph
Group 5 saloon cars 1001-1300 cc			John Fitzpatrick (1997 Ford Escort) 56.0 s, 86.78 mph	Chris Cright (1997 Ford Escort) 1 m 55.6 s, 85.98 mph			John Fitzpatrick (1997 Ford Escort TC) 1 m 44.0 s, 101.32 mph	Steve Neal (1293 Mini-Cooper S) 1 m 35.8 s, 88.33 mph
Group 5 saloon cars 1301-2000 cc			Frank Gardner (1994 Ford Escort TC) 52.8 s, 92.05 mph	Frank Gardner (1994 Ford Escort TC) 1 m 50.6 s, 89.87 mph			John Rhodes (1293 Mini-Cooper S) 1 m 50.6 s, 88.21 mph	Frank Gardner (1594 Ford-Lotus Cortina) 1 m 33.2 s, 91.00 mph
Group 5 saloon cars over 2000 cc	Brian Muir (1977 Ford Falcon) 51.8 s, 93.82 mph	Frank Gardner (1498 Ford Falcon) 1 m 47.4 s, 92.55 mph	Keith Holland (1983 Hillman Imp) 58.4 s, 83.22 mph	Stephen Marshall and Bob Fox (both 1988 Mk 3) 2 m 05.0 s, 79.52 mph	Roger Williamson (1988 Mk 3) 1 m 31.6 s, 66.81 mph	Ray Payne (1980 Hillman Imp) 1 m 13.2 s, 79.86 mph	Brian Muir (1977 Ford Falcon) and David Hobbs (1977 Ford Falcon) 1 m 41.6 s, 96.02 mph	Brian Muir (1977 Ford Falcon) 1 m 28.6 s, 95.73 mph
Special saloon sports cars up to 850 cc	Bill McGovern (1988 Sunbeam Imp) 52.4 s, 68.70 mph	Peter Baldwin and Bob Fox (both Mk 3) 43.6 s, 82.57 mph	Ray Calcutt (1998 Hillman Imp) and Lawrence Hickman (1997 Ford Ang a) 55.8 s, 87.10 mph	Bernard Unsett (1998 Hillman Imp) 1 m 57.0 s, 84.95 mph	Harry Ratcliffe (1995 Mini-Cooper S) 1 m 26.0 s, 71.16 mph	Geoff Wood (1993 Wolseley Hornet) 1 m 07.6 s, 85.63 mph	John Wales (1988 Mk 3) 2 m 26.0 s, 72.17 mph	Keith Holland (1983 Hillman Imp) 1 m 40.2 s, 84.63 mph
Special saloon sports cars 851-1000 cc	Ken Bowen (1970 Mini-Cooper S) 40.8 s, 88.24 mph	Doug Griffiths (1975 Mini-Cooper S) 41.0 s, 87.80 mph	John Wales, Richard Longman and Mike Kearon (all 1293 Mini-Cooper S) 54.0 s, 90.00 mph	Alec Poole (1293 Wolseley Hornet) and Ian McDougall (1293 Mini-Cooper S) 1 m 53.4 s, 87.65 mph	Geoff Wood (1993 Mini-Cooper S-Cos) 1 m 24.6 s, 72.34 mph	Alec Poole (1293 Wolseley Hornet) 1 m 07.6 s, 85.63 mph	Harry Ratcliffe (1995 Mini-Cooper S) 1 m 50.8 s, 95.10 mph	Peter Vann (1984 Mini-Cooper) 1 m 36.0 s, 88.35 mph
Special saloon sports cars 1001-1300 cc	Jonathan Buncombe (1293 Mini-Cooper S) 41.1 s, 87.59 mph	Ken Costello (1293 Mini-Cooper S) 49.8 s, 72.29 mph	George Whitehead (1760 Ford Ang a) 54.0 s, 90.00 mph	Alec Poole (1293 Wolseley Hornet) and Ian McDougall (1293 Mini-Cooper S) 1 m 53.4 s, 87.65 mph	Geoff Wood (1993 Mini-Cooper S-Cos) 1 m 24.6 s, 72.34 mph	Alec Poole (1293 Wolseley Hornet) 1 m 07.6 s, 85.63 mph	Richard Longman (1293 Mini-Cooper S) 1 m 49.2 s, 96.49 mph	Don Corrie (1293 Mini-Cooper S) 1 m 33.2 s, 91.00 mph
Special saloon sports cars over 1300 cc	John Lewis (1594 Ford Anglia) 40.4 s, 89.11 mph	Dennis King (2010 Hillman Car, formerian t.c.) 49.0 s, 73.47 mph	Clive Trickey (1997 Lotus-Ford 20) 40.0 s, 90.00 mph	Jim Yardley (1977 Complexity-Austin) 2 m 11.6 s, 73.53 mph	Brian Robinson (1997 Lotus-Ford 31) 1 m 23.4 s, 73.78 mph	Roger Taylor (1977 Ford Mustang) 1 m 05.4 s, 88.31 mph	Brian Bolton (1977 Cortina V8) 1 m 47.2 s, 98.29 mph	Mika Crabtree (1594 Ford Escort TC) 1 m 32.8 s, 91.40 mph
Saloon cars Mini Seven Formula		Clive Trickey (1997 Lotus-Ford 20) 44.0 s, 81.82 mph	Mick Walker (1988 Mk 3) 1 m 03.8 s, 76.17 mph	Jim Yardley (1977 Complexity-Austin) 2 m 11.6 s, 73.53 mph		Mick Osborne (1988 Mk 3) 1 m 18.6 s, 73.45 mph	Garry Allen (1988 Mk 3) 2 m 01.4 s, 80.36 mph	
Sports cars 750 Formula	Peter Danby (1997 Lotus-Ford 20) 53.4 s, 67.42 mph	Peter Danby (1997 Lotus-Ford 20) 53.4 s, 67.42 mph	Lawrence Benson (1977 Lotus-Ford 20) 56.6 s, 82.94 mph	Jim Yardley (1977 Complexity-Austin) 2 m 11.6 s, 73.53 mph	Brian Robinson (1997 Lotus-Ford 31) 1 m 23.4 s, 73.78 mph	Bill Cowley (1977 Cowley-Austin Mk 3) 1 m 18.4 s, 73.84 mph	Neel Stanbury (1977 Alcorn-Austin Mk 3) 2 m 02.4 s, 79.71 mph	Bill Cowley (1977 Cowley-Austin Mk 3) 2 m 02.4 s, 79.71 mph
Sports cars Formula 1200	Jonathan Rope (1998 Clarendon-Ford) 49.4 s, 72.87 mph	Jonathan Rope (1998 Clarendon-Ford) 49.4 s, 72.87 mph	Jonathan Rope (1998 Clarendon-Ford) 56.6 s, 82.94 mph	Jonathan Rope (1998 Clarendon-Ford) 56.6 s, 82.94 mph	Brian Robinson (1997 Lotus-Ford 31) 1 m 23.4 s, 73.78 mph	Jonathan Rope (1998 Clarendon-Ford) 1 m 10.0 s, 82.0 mph	John Bishop (1997 D no-Ford) 1 m 32.8 s, 95.42 mph	Keith Norman (1998 Terrier-Ford Mk 2) 1 m 49.4 s, 88.18 mph
Sports cars Griffiths				Neil Corner (1981 Jaguar D) 2 m 00.6 s, 82.42 mph		David Beckes (1981 Lotus-Jaguar) 1 m 08.4 s, 86.65 mph	Mika McGrath (1981 Jaguar D) 1 m 31.6 s, 94.42 mph	Colin Crabbe (1998 Maserati 160) 1 m 49.4 s, 88.18 mph
Monoposto Formula up to 1000 cc 1172 cc	Brian Jordan (1997 Lotus-Ford 20) 40.1 s, 89.78 mph	Eddie Hensell (1997 Lotus-Ford 20) 39.8 s, 90.45 mph	Brian Jordan (1997 Lotus-Ford 20) 39.8 s, 90.45 mph	Derrick Colvin (1997 Lotus-Ford 18) 1 m 55.2 s, 86.28 mph		Len Gibbs (1997 Lotus-Ford 31) 1 m 06.4 s, 87.18 mph	Norman Abbott (1997 Abbert-Ford) 1 m 46.4 s, 91.69 mph	
Monoposto Formula 1001-1500 cc	Patrick Sumner (1498 Beagle-Ford 22) 39.2 s, 91.84 mph	Jim Yardley (1498 Beagle-Ford) 46.8 s, 76.92 mph	Jim Yardley (1498 Beagle-Ford) 38.0 s, 94.74 mph	Jon Dentley (1498 Lotus-Ford 22/31) 1 m 54.2 s, 87.04 mph		Jim Yardley (1498 Beagle-Ford) 1 m 03.4 s, 91.31 mph	Jim Yardley (1498 Beagle-Ford) 1 m 41.4 s, 96.21 mph	

* Record set in Internationals GT race (prior to Group 4).



Sprints

Le Fort's freezing CCH Brands Hatch

A SMALL but enthusiastic crowd of spectators turned up at Brands on Sunday, to watch around 130 competitors brave the freezing conditions and the odd snow flurry at the annual Circle CCHarrow CC sprint, which as usual was preceded by a bicycle race.

Jack Le Fort repeated his performance of last year's meeting and took BTD with his 3.0 Ferrari 250 GTO, the ideal track conditions allowing him to use all the red car's power and turn the tables on Tony Chamings' 1.3 Mini-Cooper S, which had beaten Le Fort in the recent wet sprint.

The first official timed runs were led by the standard or near standard saloons up to 1000 cc and Roger Connor (1.0 Mini) drove very well to record a 2 m 29.2 s, the other two fast looking cars, the Minis of John Salmon and Tim Dodwell, both spinning neatly at Druids but without any damage. Connor was quickest in the second runs, improving his time slightly, while Salmon and Dodwell made identical times, Dodwell getting the place with a faster first run.

The only noticeably quick car in the 1300 cc class was the John Boulden Mini-Cooper S which provided much tyre squealing, as it did with his wife Sheila, who was second fastest when she took over the car. Boulden improved by 0.2 sec on his second run to take the class while Mrs Boulden won the ladies' award. Boulden's class win would not have been so secure had not Peter Noad swapped his 1.2 NSU TT rallycross car for a Ro 80, which put him in the 2-litre class. He handled the unfamiliar car (the first Ro 80 to be used on the circuit) with daring skill, and set up the second fastest 2 litre class time with a 2 m 26.2 s, just 0.4 sec behind Brian Hills' Lotus Cortina, on the first runs.

On the second runs Hills had a very big accident coming out of Paddock Bend and put the car on its unsupported roof, which collapsed. Fortunately Hills escaped with just a slightly cut wrist, though the car was quite a mess. No doubt he will be putting in a lot of overtime at his job, which ironically is crash repairing. However, Cyril Levy (Lotus Cortina) was sufficiently quicker on his second run to keep Noad in second place.

Don Hore won the poorly supported 850 cc modified class with a 2 m 34 s on his second run, while Miss Micki Vandervell sorted the men out with her Mini-Cooper by taking the



Tony Chamings smokes his Cooper S through Druids on his way to second BTD, 6.4 secs behind Jack Le Fort

up to 1-litre class award

The 1000 to 1300 cc modified class was well supported with K. Davis and Peter Nardizzi coming out on top in the first runs, while the favourite, Chamings, had trouble with an oiling engine. On the second runs Chamings got the car going on four cylinders and pulled out a 2 m 8.6 s to take the class win, with Davis improving to 2 m 10.4 s for second place ahead of Nardizzi.

Bill Taylor in the National Batteries sponsored 1650 cc Anglia won the over 1300 cc class, despite a slower second run, and Richard Gentry (Ford Escort TC) made two identical times to take second place, 1.4 secs behind.

Two Sprites held the first two places after the first runs of the small prod sports class and they changed positions on the second run, Ken Cook using the extra capacity of his 1275 cc Sprite to improve his time over R. Standen's 1150 model, which did not improve but was still 4 secs quicker than the next man. The only two Elva Couriers in the well supported 1301 to 2000 cc class beat all the MGBs to take the first two places, Maurice Gates being far quicker than Nigel Baker. Just two cars made up the over 2-litre class, won easily by Mike Cox's Austin-Healey 3000 from John Wood's Mercedes.

George Lamb was the only runner in the up to 1150 cc class with his 1.1 Davrian, recording a best time of 2 m 24.2 s; the four runners in the next class were easily led by C. Sabourn's Elva with a quite respectable time of 2 m 12.6 s. Le Fort did not have much trouble blowing off the two Lotus 7s in his class, the quicker being Keith Parker's with a 2 m 26 s first run.

JEFF HUTCHINSON

BTD A. C. Le Fort (3.0 Ferrari 250 GTO), 2 m 02.2 s

Class winners: R. Connor (1.0 Mini-Cooper) 2 m 28.6 s; J. L. Boulden (1.3 Mini-Cooper S), 2 m 18.0 s; C. Levy (1.6 Ford-Lotus Cortina) 2 m 25.2 s; D. Hore (850 Mini), 2 m 20.8 s; Miss M. A. Vandervell (1.0 Mini-Cooper), 2 m 23.8 s; A. Chamings (1.3 Mini-Cooper S), 2 m 8.6 s; W. Taylor (1.6 Ford Anglia), 2 m 12.0 s; K. Cook (1.3 Austin-Healey Sprite), 2 m 23.2 s; M. M. Gates (1.8 Elva Courier), 2 m 18.2 s; M. D. Cox (3.0 Austin-Healey 3000), 2 m 28.4 s; G. Lamb (1.1 Davrian-Ford), 2 m 24.2 s; C. J. Sabourn (1.6 Lotus Elan), 2 m 11.8 s; J. S. Wood (1.6 Lotus-Ford 7), 2 m 35.6 s.

Ladies' award: Miss S. Boulden (1.3 Mini-Cooper S) 2 m 20.4 s.



Rallies

Disappointing Northern Lights

ON JANUARY 25/26 the Leeds UUMC ran their well-established Northern Lights Rally. It was a rather mediocre event by any standards—a splendid route in the Dales and on the Moors of North Yorkshire was horribly fragmented and over rough.

It seems almost dishonest to record that there was a real winner as much of it was such a lottery. It was actually won by Peter Clarke and John Smith in a Ford Cortina GT with the only really outstanding drive of the night. They won by over 4 mins from John Wright and Tony Viles in a 1.3 Mini-Cooper S, who were in turn 4 mins up on third placed crew Jack Cooke and Alan Greenwood in another Cortina GT.

Starting from Leeds the rallying commenced just North of Ilkley and the first half of the event took place almost wholly in the South West corner of map 91 taking in the classic sections over Masham Moor. The first half was without doubt the better half of the rally.

The first section across Masham Moor was timed to the second and claimed favourites Philip Cooper/Phil Drury (1.3 Mini-Cooper S), who leapt out into the heather and certain retirement. The road sections throughout the rally were almost entirely cleanable and

AUTOSPORT, FEBRUARY 7, 1969

club news

it was the two short special stages and six selectives with penalties at the rate of 100 marks per min that really decided the rally.

At the fuel halt on the A1 Clarke was well in the lead from Wright and Eric Wilkinson/Paul Stephens (Cortina GT) though several crews were penalised for making up too much time at the rate of 1 fail per min and others had a similar penalty for making up time in heavily populated neutral sections.

In the second half of the rally the timing on the ordinary road sections was even laxer than in the first and although some crews were delayed in a traffic jam in the very deep ford at Caydall Mill, this had little bearing on the eventual results.

The opening sections in the second half were in fact very good, but as soon as the rally left the Moors the road sections became monotonous and the two special sections at Conesforthorpe and Linton Woods were rather pointless production car trial exercises along quite unrepresentative farm tracks.

The top ten positions remained unaltered to the end though a 10 min excursion on the first stage relegated Wilkinson to an also ran. We shall certainly be hearing more of Peter Clarke, and probably of Howard Bready and David Wilde, who took their ex-Eric Jackson Lotus Cortina to sixth place in only their second ever rally.

In Yorkshire, where honesty is the prime currency, may we hope for some honest club rallies. It would be nice if next year's Northern Lights returned to truth. PAUL STEPHENS

1. P. Clarke/J. Smith (Ford Cortina GT), 602; 2. J. Wright/A. Vios (Mini Cooper S), 561; 3. J. Cooke/D. A. Greenwood (Ford Cortina GT), 524; 4. G. Grundy/P. Murray (Mini Cooper S), 507; 5. J. Clark/D. Whitley (Ford Cortina GT), 503; 6. H. Bready/D. Wilde (Ford-Lotus Cortina), 1701; 7. D. Fotherby/Miss U. Collier (Ford-Lotus Cortina), 1303; 8. R. Stoll/E. B. W. Stoll (Mini Cooper S), 1347; 9. G. Blades/M. Blackburn (Ford-Lotus Cortina), 1548; 10. N. Greenwood/J. Honeywell (Ford Cortina GT), 1621.

● Bob Bean/John Ashton (Lotus Cortina) led home three Escort TCs on last weekend's **Alredale & Pennine MC White Horse Rally**, run over very rough roads in foul weather conditions, with snow early on followed by mud. The winners missed four controls which gives an indication of the toughness of the event. Second were Jack Tordoff/Brian Marchant, from John Heppenstall and Eric Jackson/Ken Joseph, Tony Fall/David Fawcett were leading the rally when the missed a compulsory control just before the petrol halt (because they were running short of fuel) and were excluded, and another Mini challenge failed when Phil Cooper/Phil Drury broke a tie-rod and steering arm on a rock.

● Ken Leese, navigated by Mike Castle, scored his first outright rally win for almost two years when, driving his 1.3 Cooper S, he won the **IoMVWDC Snowdrop Rally**, in the Isle of Man on the weekend of January 24/25.

The meat of the rally consisted of 15 selectives, two of which were scrubbed, and Dennis Easthope/John Stott (Cortina GT) recorded fastest on six, and cleaned four more; they would have won comfortably but for wrong slotting and missing a passage control at the end of the Barry Cushlin selective. They dropped 270 marks (one per second) and 1 fail, whereas the winners lost 368. Leese/Castle were the only other crew to set fastest on a selective (three in all), but Bernie Magee/Bertie Sayle in another 1.3 Cooper S also figured prominently on the selectives and eventually finished second.

1. W. K. Leese/M. H. Castle (1.3 Mini Cooper S), 308; 2. B. Magee/B. Sayle (1.3 Mini Cooper S), 532; 3. H. Minay/P. L. Dudley (Ford Cortina GT), 564; 4. Mr and Mrs W. Clelland (Vauxhall Brabham Viva Mk 1), 580; 5. W. E. Quine/B. Beattie (Hillman Imp), 1013; 6. D. M. Easthope/J. Stott (Ford Cortina GT), 270; 1F.



Autocross/Rallycross

Eggborough win for Jackson

PAUSING only to swap cars, Eric Jackson went straight from competing on the White Horse Rally the night before to the De Lacy MC's first autocross of 1969, where he put up BTD. Jackson was not alone in taking in the two events, as Phil Cooper, John Cockerill and John Heppenstall all also appeared. The club was very lucky with the weather; although it was cold, but sunny, many other parts of Yorkshire were deep in snow. Nevertheless, one feels that the permanent nature of High Eggborough would be suitable for use in all weathers—definitely a sign of things to come in autocross venues.

The club run the same classes as in the national championship, the only difference being that cars with fibreglass body panels and other forms of lightening are required to run in class 4 with the specials. Class 1 produced the usual win for Mike Sugden (999 Cooper S), with Derek Haynes driving Phil Cooper's Mini-Cooper 1.64 secs slower in second place, and M. Barker keeping him company just a further 0.03 sec slower in his Mini-Cooper. John Brown, sharing his Sprite as usual with his brother, won class 2 from the rapid little Fawthorpe of Chris Manes, which managed only one run before the bearings gave out.

Anglo-mounted Charles Doughty of the York MC won class 3 from jumping Jeff Williamson, who was competing in his bat-

tered Viva tow car because his rallycross Cooper S was in the process of being rebuilt. The "large" Anglia of Frank Greenway took class 4 with the only time in class to break the 1 m 30 s mark; this was surprising, for on such a wide-open, fast course one would expect the specials to dominate the proceedings. Richard Judge in his Renault special, certainly the most attractive special in the northern area, took second spot.

Class 5 saw a repeat of last November's meeting, Geoff Walker winning by a very substantial margin from, in the absence of Geoff's brother Willie, Roger Wilkinson in another Cooper S. John Cockerill in his Californian and Alex Birkbeck in his Rallye Imp put up identical times in class 7, but Cockerill was declared class winner on aggregate; Jean Birkbeck gained the ladies' award.

With Eric Jackson in the ex-works Escort TC putting up BTD, Colin Grever (1600 Anglia) emerged as winner in the final class from Mike Jackson (Lotus Cortina).

JOHN FOLLEN.

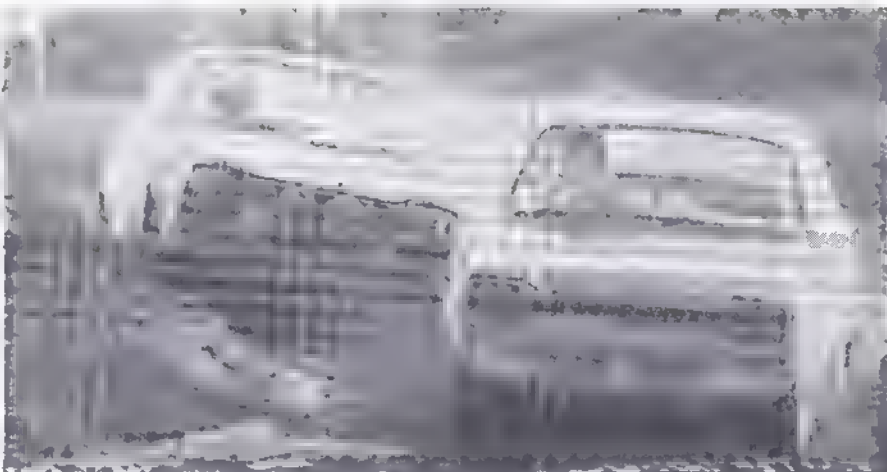
BTB: E. Jackson (1.8 Ford Escort TC), 1 m 23.24 s.

Class winners: M. Sugden (1.8 Mini-Cooper S), 1 m 30.38 s; J. Brown (1.0 Austin-Healey Sprite), 1 m 31.42 s; C. Doughty (1.3 Ford Anglia), 1 m 33.12 s; F. Greenway (1.6 Ford Anglia), 1 m 29.81 s; G. Walker (1.3 Mini-Cooper S), 1 m 24.05 s; J. Cockerill (1.0 Hillman Imp Californian), 1 m 27.78 s; C. Grever (1.6 Ford Anglia), 1 m 25.39 s.

Ladies' award: Mrs J. Birkbeck (1.0 Hillman Imp), 1 m 34.55 s.

● All the usual cars are entered for the fourth round in the BBCtv TEAC rallycross series at Lydden Hill tomorrow (Saturday), together with a few interesting extra runners. The entry list includes Brian Culcheth in the four-wheel-drive works (Abingdon) prepared Triumph 1300 which first made an appearance at the London MC's point-to-point last Autumn, Geoff Mabbs in a works prepared 1293 Cooper S, David Oliver in his Fraser-built Imp, Paul Kerridge, out again in his Viper special, Nick Ramus (Sprite), Eric Clegg in Leda 1, and Rod Chapman, who will be using a works-built engine and gearbox in his Escort TC. First runs at 1 pm.

At Croft, the fourth round of the ITV series is being run by the Darlington & DMC, and one interesting entry is that of Barry Lee in a brand new Escort TC. The car has a 1750 cc dry-sump twin-cam built at Borcham and giving about 170 bhp, with much modified suspension and bodywork, so Lee will be a strong challenger for top honours against the other Croft regulars, most of whom will be there. Rumour has it that this meeting, which starts at 1.30 pm, will also see the competition debut of a certain new car but recently announced.



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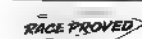
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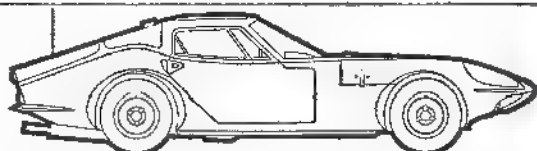
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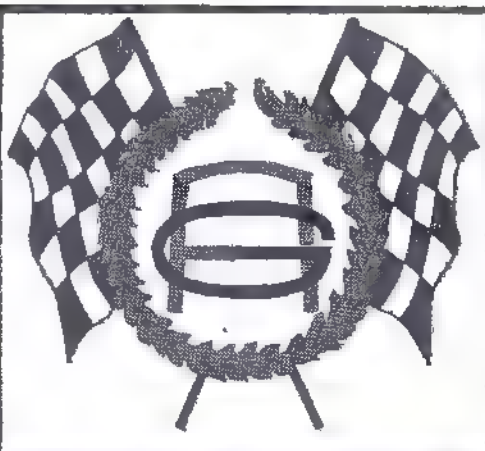
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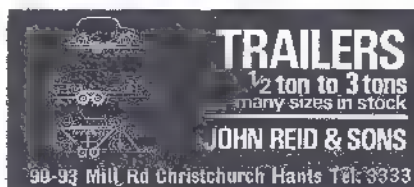
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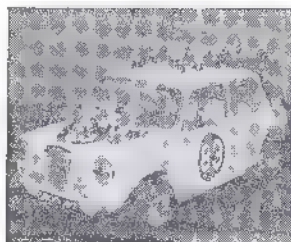
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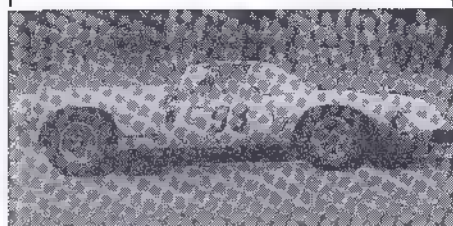
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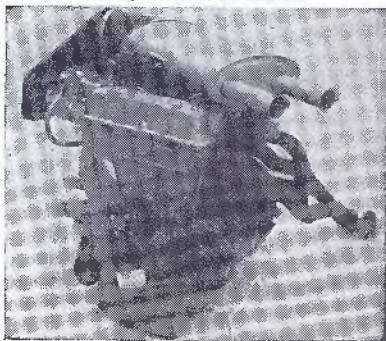
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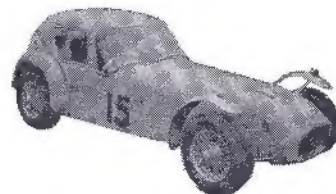
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155 x 13	5.3.1	5.16.3 6.4.5	6.10.5
165 x 13	5.9.10	6.2.9 6.10.10	7.1.7
175 x 13	6.6.0	6.18.5 7.7.8	7.12.5
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205 x 14		9.18.0 (tubed)	
165 x 15	5.16.3	6.9.9 6.12.5	7.2.2
165 x 15	6.4.10	6.17.3 7.6.5	7.15.7
175 x 15	7.4.5		
185 x 15	7.16.9	7.17.6 7.14.0	9.7.7
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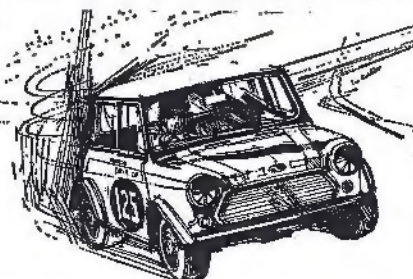
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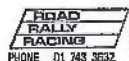
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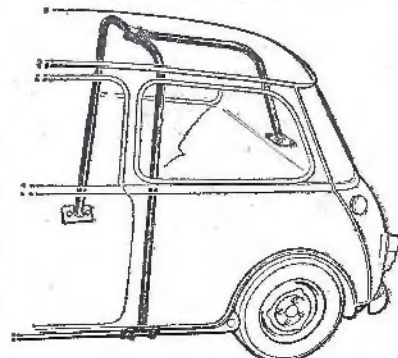
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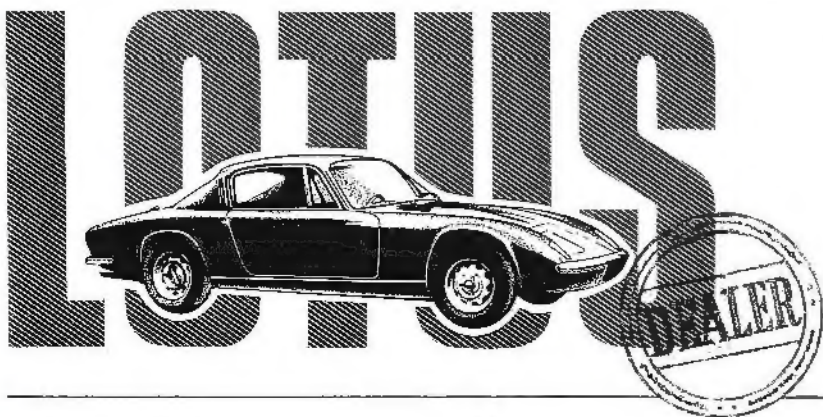
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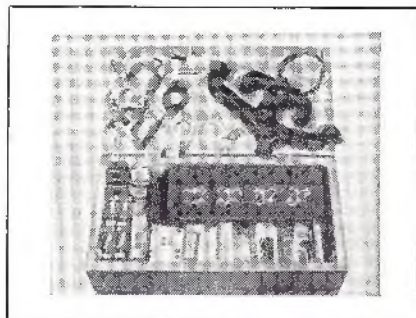
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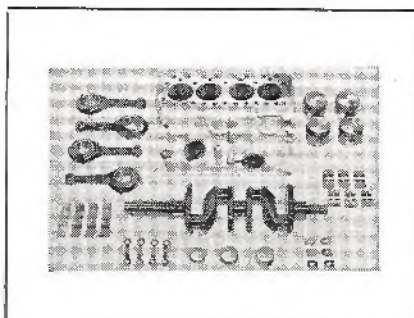
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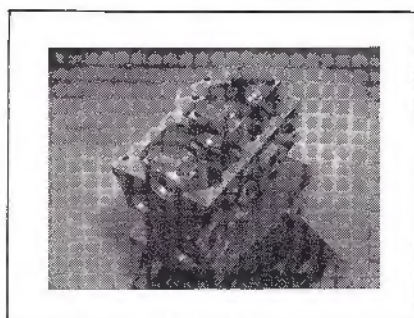
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We failed.

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